# ►B DECISION No 1692/96/EC OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 23 July 1996 on Community guidelines for the development of the trans-European transport network

(OJ L 228, 9.9.1996, p. 1)

Amended by:

| | | Official Journal | | |
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| | | No | page | date |
| ►M1 | Decision No 1346/2001/EC of the European Parliament and of the Council of 22 May 2001 | L 185 | 1 | 6.7.2001 |

Corrected by:

►C1 Corrigendum, OJ L 15, 17.1.1997, p. 1 (96/1692/EC)

►C2 Corrigendum, OJ L 288, 1.11.2001, p. 53 (2001/1346/EC)

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# DECISION No 1692/96/EC OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL

**of 23 July 1996**

**on Community guidelines for the development of the trans-European transport network**

THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty establishing the European Community, and in particular the first paragraph of Article 129d thereof,

Having regard to the proposal from the Commission [1],

Having regard to the opinion of the Economic and Social Committee [2],

Having regard to the opinion of the Committee of the Regions [3],

Acting in accordance with the procedure laid down in Article 189b of the Treaty [4],

(1) Whereas the establishment and development of trans-European networks contribute to the attainment of major Community objectives, such as the smooth functioning of the internal market and the strengthening of economic and social cohesion;

(2) Whereas the establishment and development of trans-European transport networks throughout the territory of the Community also have the specific objectives of ensuring the sustainable mobility of persons and goods under the best possible social, environmental and safety conditions and integrating all modes of transport, taking account of their comparative advantages; whereas job creation is one of the possible spin-offs of the trans-European network;

(3) Whereas the Commission's White Paper on the development of a common transport policy calls for optimum use to be made of existing capacities and for the integration of all networks relating to the various modes of transport into a trans-European network for the road, rail, inland waterway, sea and air transport of passengers and goods and for combined transport;

(4) Whereas short distance shipping may, *inter alia*, help to relieve congestion on inland transport routes;

(5) Whereas network integration at European level can only be developed progressively by interlinking different modes of transport with a view to making better use of the inherent advantages of each;

(6) Whereas, in order to achieve these objectives, action by the Community to establish guidelines is necessary in accordance with the principle of subsidiarity; whereas it is necessary to establish the broad lines and the priorities of the Community action proposed in the field of trans-European transport networks;

(7) Whereas it is necessary to identify projects of common interest which contribute to the achievement of these objectives and which correspond to the priorities of the action which have thus

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(1) OJ No C 220, 8. 8. 1994, p. 1 and OJ No C 97, 20. 4. 1995, p. 1.
(2) OJ No C 397, 31. 12. 1994, p. 23.
(3) OJ No C 210, 14. 8. 1995, p. 34.
(4) Opinion of the European Parliament of 18 May 1995 (OJ No C 151, 19. 6. 1995, p. 234). Council Common Position of 28 September 1995 (OJ No C 331, 8. 12. 1995, p. 1) and Decision of the European Parliament of 13 December 1995 (OJ No C 17, 22. 1. 1996, p. 58). Council Decision of 15 July 1996 and Decision of the European Parliament of 17 July 1996 (not yet published in the Official Journal).

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been established; whereas only projects which are potentially economically viable should be taken into account;

(8) Whereas Member States need to take account of environmental protection when implementing projects of common interest by carrying out environmental impact studies pursuant to Council Directive 85/337/EEC of 27 June 1985 on the assessment of the effects of certain public and private projects on the environment [1] and by applying Council Directive 92/43/EEC of 21 May 1992 on the conservation of natural habitats and of wild fauna and flora [2];

(9) Whereas authorization for certain public and private projects likely to have a significant environmental impact should be granted only after prior assessment of that potential impact, in compliance with existing Community rules;

(10) Whereas it is necessary to identify projects of common interest concerning not only the various modes of transport in a multimodal approach but also traffic management and user information systems and positioning and navigation systems;

(11) Whereas one of the aims of this Decision is to identify such projects of common interest; whereas these projects are identified in Annex I, Annex II and in the enacting terms of this Decision; whereas the European Council in Essen attributed particular importance to fourteen of these projects;

(12) Whereas the Commission should submit every two years a report on the implementation of this Decision and every five years a report indicating whether the guidelines require revision;

(13) Whereas a Committee should be set up at the Commission with tasks which include assisting the Commission when it examines the implementation and development of these guidelines,

HAVE ADOPTED THIS DECISION:

SECTION 1

## GENERAL PRINCIPLES

*Article 1*

### Purpose

1. The purpose of this Decision shall be to establish the guidelines covering the objectives, priorities and broad lines of measures envisaged in the area of the trans-European transport network; these guidelines identify projects of common interest, the implementation of which should contribute to the development of the network throughout the Community.

2. The guidelines referred to in paragraph 1 shall constitute a general reference framework intended to encourage the Member States and, where appropriate, the Community in carrying out projects of common interest, the purpose of which is to ensure the cohesion, interconnection and interoperability of the trans-European transport network, as well as access to that network. These projects shall form a common objective, the implementation of which depends on their degree of maturity and the availability of financial resources, without prejudging the financial commitment of a Member State or the Community. These guidelines are also intended to facilitate the involvement of the private sector.

3. Essential requirements relating to:

— the interoperability of the trans-European transport network,

— transport telematics and ancillary services,

[1] OJ No L 175, 5. 7. 1985, p. 40.
[2] OJ No L 206, 22. 7. 1992, p. 7.

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shall be defined in accordance with the Treaty and separately from this Decision.

*Article 2*

**Objectives**

1. The trans-European transport network shall be established gradually by 2010 by integrating land, sea and air transport infrastructure networks throughout the Community in accordance with the outline plans indicated on the maps in Annex I and/or the specifications in Annex II.

2. The network must:

(a) ensure the sustainable mobility of persons and goods within an area without internal frontiers under the best possible social and safety conditions, while helping to achieve the Community's objectives, particularly in regard to the environment and competition, and contribute to strengthening economic and social cohesion;

(b) offer users high-quality infrastructure on acceptable economic terms;

(c) include all modes of transport, taking account of their comparative advantages;

(d) allow the optimal use of existing capacities;

(e) be, insofar as possible, interoperable within modes of transport and encourage intermodality between the different modes of transport;

(f) be, insofar as possible, economically viable;

(g) cover the whole territory of the Member States of the Community so as to facilitate access in general, link island, landlocked and peripheral regions to the central regions and interlink without bottlenecks the major conurbations and regions of the Community;

(h) be capable of being connected to the networks of the European Free Trade Association (EFTA) States, the countries of Central and Eastern Europe and the Mediterranean countries, while at the same time promoting interoperability and access to these networks, insofar as this proves to be in the Community's interest.

*Article 3*

**Scope of the network**

1. The trans-European network shall comprise transport infrastructure, traffic management systems and positioning and navigation systems.

2. The transport infrastructure shall comprise road, rail and inland waterway networks, the seaports, and inland waterway ports and other interconnection points.

3. The traffic management systems and the positioning and navigation systems shall include the necessary technical installations and information and telecommunications systems to ensure harmonious operation of the network and efficient traffic management.

*Article 4*

**Broad lines of measures**

The broad lines of Community measures shall cover:

(a) the drawing up and revision of the network outline plans;

(b) the identification of projects of common interest;

(c) the adaptation of the existing network;

(d) the promotion of network interoperability;

(e) the optimum combination of modes of transport, *inter alia*, by creating interconnection centres, which in the case of freight should

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be located, insofar as possible, away from urban centres, in order to render possible the effective operation of intermodality;

(f) the pursuit of consistency and complementarity of financial aid in line with the rules applicable to each financial instrument;

(g) research and development;

(h) cooperation with third countries concerned by development of the network and the conclusion of suitable agreements with them;

(i) incentives for Member States and international organizations to further the objectives pursued by the Community;

(j) promotion of continuous cooperation between interested parties;

(k) any other measures which prove necessary for the achievement of the objectives referred to in Article 2.

*Article 5*

**Priorities**

The priorities, taking account of the objectives set out in Article 2, shall be:

(a) establishment and development of the connections, key links and interconnections needed to eliminate bottlenecks, fill in missing sections and complete major routes;

(b) establishment and development of infrastructure for access to the network, making it possible to link island, landlocked and peripheral regions with the central regions of the Community;

(c) the optimum combination and integration of the various modes of transport;

(d) integration of environmental concerns into the design and development of the network;

(e) gradual achievement of interoperability of network components;

(f) optimization of the capacity and efficiency of existing infrastructure;

(g) establishment of and improvement in interconnection points and intermodal platforms;

(h) improved safety and network reliability;

(i) the development and establishment of systems for the management and control of network traffic and user information with a view to optimizing use of the infrastructures;

(j) studies contributing to improved design and better implementation of the trans-European transport network.

*Article 6*

**Third-country networks**

Promotion by the Community of projects of common interest and network interconnection and interoperability in order to ensure the compatibility of third-country networks with the trans-European transport network shall be determined on a case-by-case basis in accordance with the appropriate procedures in the Treaty.

*Article 7*

**Projects of common interest**

1. In compliance with the rules of the Treaty, particularly as regards questions of competition, any project shall be considered to be of common interest which:

— pursues the objectives set out in Article 2,

— concerns the network described in Article 3,

— corresponds to one or more of the priorities set out in Article 5, and

— is potentially economically viable on the basis of analysis of the socio-economic costs and benefits.

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2. Projects shall relate to an element of the network described in Articles 9 to 17 and shall in particular:

— relate to the routes identified on the maps in Annex I, and/or

— correspond to the specifications or criteria in Annex II.

3. Member States shall take any measures which they consider necessary within the framework of the principles laid down in Article 1 (2).

*Article 8*

**Environmental protection**

1. When projects are developed and carried out, environmental protection must be taken into account by the Member States through execution of environmental impact assessments of projects of common interest which are to be implemented, pursuant to Directive 85/337/EEC and through the application of Directive 92/43/EEC.

2. The Commission:

(a) will develop appropriate methods of analysis for strategically evaluating the environmental impact of the whole network;

(b) will develop appropriate methods of corridor analysis covering all relevant transport modes without prejudice to the definition of the corridors themselves. In the development of the corridor concept account should be taken of the need to link all Member States and regions into the trans-European transport network and in particular the need to link island, landlocked and peripheral regions with the central regions of the Union.

The result of this work shall, as and where appropriate, be taken into account by the Commission in its report on the guidelines provided for in Article 21 with a view to achieving the objectives set out in Article 2.

SECTION 2

**ROAD NETWORK**

*Article 9*

**Characteristics**

1. The trans-European road network shall comprise motorways and high-quality roads, whether existing, new or to be adapted, which:

— play an important role in long-distance traffic, or

— bypass the main urban centres on the routes identified by the network, or

— provide interconnection with other modes of transport, or

— link landlocked and peripheral regions to central regions of the Community.

2. The network shall guarantee users a high, uniform and continuous level of services, comfort and safety.

3. The network shall include infrastructure for traffic management and user information, based on active cooperation between traffic management systems at European, national and regional levels.

SECTION 3

**RAIL NETWORK**

*Article 10*

**Characteristics**

1. The rail network shall comprise the high-speed rail network and the conventional rail network.

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2. The high-speed rail network shall comprise:

— specially built high-speed lines equipped for speeds generally equal to or greater than 250 km/h using current or new technology,

— specially upgraded high-speed lines equipped for speeds of the order of 200 km/h,

— specially upgraded high speed lines which have special features as a result of topographical, relief or town planning constraints, on which the speed must be adapted to each case.

This network shall be defined by the lines indicated in Annex I as high-speed lines or lines adapted for high speed.

3. The conventional rail network shall comprise lines for conventional rail transport, including the rail segment of combined transport referred to in Article 14.

4. The network shall:

— play an important role in long-distance goods and passenger traffic,

— play an important role in the operation of long-distance combined transport,

— permit interconnection with the networks of other modes of transport and access to regional and local rail networks.

5. The network shall offer users a high level of quality and safety, owing to its continuity and to gradual implementation of its interoperability, brought about in particular by technical harmonization and a harmonized command and control system.

SECTION 4

## INLAND WATERWAY NETWORK AND INLAND PORTS

*Article 11*

### Characteristics

1. The trans-European inland waterway network shall comprise rivers and canals and various branches and links which connect them. It shall, in particular, render possible the interconnection between industrial regions and major conurbations and link them to ports.

2. The minimum technical characteristics for waterways forming part of the network shall be those laid down for a class IV waterway, which allows the passage of a vessel or a pushed train of craft 80 to 85 m long and 9,50 m wide. Where a waterway forming part of the network is modernized or constructed, the technical specifications should correspond at least to class IV, should enable class Va/Vb to be achieved at a later date and should make satisfactory provision for the passage of vessels used for combined transport. Class Va allows the passage of a vessel or a pushed train of craft 110 m long and 11,40 m wide and class Vb allows the passage of a pushed train of craft 172 to 185 m long and 11,40 m wide.

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3. Inland ports shall form part of the network, in particular as points of interconnection between the waterways referred to in paragraph 2 and Article 14 and other modes of transport.

3a. The network shall include inland ports

(a) open to commercial traffic,

(b) located on the network of inland waterways as shown in the outline in Annex I, Section 4,

(c) interconnected with other trans-European transport routes as shown in Annex I, and

(d) equipped with transhipment facilities for intermodal transport or with an annual freight traffic volume of at least 500 000 tonnes.

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4. The network shall include the traffic management infrastructure.

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SECTION 5

## SEAPORTS

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*Article 12*

### Characteristics

1. Seaports shall permit the development of sea transport and shall constitute shipping links for islands and the points of interconnection between sea transport and other modes of transport. They shall provide equipment and services to transport operators. Their infrastructure shall provide a range of services for passenger and goods transport, including ferry services and short- and long-distance shipping services, including coastal shipping, within the Community and between the latter and non-member countries.

2. The seaports included in the network shall correspond to one of the categories, A, B or C, defined below:

A. international seaports: ports with a total annual traffic volume of not less than 1,5 million tonnes of freight or 200 000 passengers which, unless it is an impossibility, are connected with the overland elements of the trans-European transport network and therefore play a major role in international maritime transport;

B. Community seaports, not included in category A: these ports have a total annual traffic volume of not less than 0,5 million tonnes of freight or between 100 000 and 199 999 passengers, are connected, unless it is an impossibility, with the overland elements of the trans-European transport network and are equipped with the necessary transhipment facilities for short-distance sea shipping;

C. regional ports: these ports do not meet the criteria of categories A and B but are situated in island, peripheral or outermost regions, interconnecting such regions by sea and/or connecting them with the central regions of the Community.

The seaports in category A shall be shown on the indicative maps in the outline plans in Section 5 of Annex I, on the basis of the most recent port data.

3. In addition to the criteria set out in Article 7, seaport projects of common interest related to seaports included in the trans-European seaport network shall comply with the criteria and specifications in Annex II.

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SECTION 6

## AIRPORTS

*Article 13*

### Characteristics

1. The trans-European airport network shall comprise airports situated within the territory of the Community which are open to commercial air traffic and which comply with the criteria set out in Annex II. These airports shall be classified differently according to the volume and type of traffic they handle and according to their function within the network. They shall permit the development of air links and the interconnection of air transport and other modes of transport.

2. The international connecting points and the Community connecting points shall constitute the core of the trans-European airport network. Links between the Community and the rest of the world shall be mainly via the international connecting points. The Community connecting points shall essentially provide links within the Community, with extra-Community services still accounting for a small proportion of their business. Regional connecting points and accessibility points shall facilitate access to the core of the network or help to open up peripheral and isolated regions.

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SECTION 7

## COMBINED TRANSPORT NETWORK

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*Article 14*

### Characteristics

The trans-European combined transport network shall comprise:

— railways and inland waterways which are suitable for combined transport and shipping which, combined where appropriate with the shortest possible initial and/or terminal road haulage, permit the long-distance transport of goods,

— intermodal terminals equipped with installations permitting transhipment between railways, inland waterways, shipping routes and roads,

— suitable rolling stock, on a provisional basis, where the characteristics of the infrastructure, as yet unadapted, so require.

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SECTION 8

## SHIPPING MANAGEMENT AND INFORMATION NETWORK

*Article 15*

### Characteristics

The trans-European shipping management and information network shall concern:

— coastal and port shipping management systems,

— vessel positioning systems,

— reporting systems for vessels transporting dangerous or polluting goods,

— communications systems for distress and safety at sea,

so as to guarantee a high level of safety and efficiency of shipping and environmental protection in shipping zones belonging to Community Member States.

SECTION 9

## AIR TRAFFIC MANAGEMENT NETWORK

*Article 16*

### Characteristics

The trans-European air traffic management network shall comprise the airspace reserved for general aviation, airways, air navigation aids, the traffic planning and management systems and the air traffic control system (control centres, surveillance and communications facilities) that are necessary for safe and efficient aviation in European airspace.

SECTION 10

## POSITIONING AND NAVIGATION NETWORK

*Article 17*

### Characteristics

The trans-European positioning and navigation systems network shall comprise the satellite positioning and navigation systems and the systems to be defined in the future European Radio Navigation Plan. These systems shall provide a reliable and efficient positioning and navigation service which can be used by all modes of transport.

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SECTION 11

## COMMON PROVISIONS

*Article 18*

### Committee for the exchange of information and report

1. Member States shall regularly notify the Commission of the national plans and programmes which they have drawn up for the development of the trans-European transport network, in particular as regards the projects of common interest identified by this Decision.

2. A Committee on the Trans-European Transport Network, hereinafter called 'the Committee', is hereby set up at the Commission; it shall be composed of representatives of the Member States and chaired by a representative of the Commission. The Committee shall exchange information on the plans and programmes notified by Member States and may consider any question relating to the development of the trans-European transport network.

3. The Commission shall report every two years to the European Parliament, the Council, the Economic and Social Committee and the Committee of the Regions on the implementation of the guidelines described in this Decision.

The Committee referred to in paragraph 2 shall assist the Commission in the preparation of its report.

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*Article 19*

### Specific projects

Annex III contains, by way of indication, the projects identified in Annexes I and II and in the other provisions of this Decision, to which the European Councils held in Essen in 1994 and in Dublin in 1996 attributed particular importance.

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*Article 20*

### Multimodal transport and traffic management

Among the other projects of common interest listed in Annexes I and II, those concerning multimodal transport and new traffic-management techniques shall be given special attention with a view to completion of the network.

*Article 21*

### Revision of the guidelines

1. Every five years after the entry into force of this Decision, and for the first time before 1 July 1999, the Commission shall submit a report to the European Parliament and the Council indicating whether the guidelines should be adapted to take account of economic developments and technological developments in the transport field, in particular in rail transport.

In drawing up the report, the Commission shall be assisted by the Committee referred to in Article 18.

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2. Further to the report referred to in paragraph 1, the Commission shall, if necessary, submit appropriate proposals.

*Article 22*

**Repeal**

Council Decision 78/174/EEC of 20 February 1978 instituting a consultation procedure and setting up a committee in the field of transport infrastructure [1] is hereby repealed.

*Article 23*

This Decision shall enter into force on the day following that of its publication in the *Official Journal of the European Communities*.

*Article 24*

This Decision is addressed to the Member States.

[1] OJ No L 54, 25. 2. 1978, p. 16.

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*ANNEX I*

**NETWORK SCHEMES ILLUSTRATED BY MAPS** (*)

*Section 2:* **Road network**

2.0. Europe

2.1. Belgium/Luxembourg

2.2. Denmark

2.3. Germany

2.4. Greece

2.5. Spain

2.6. France

2.7. Ireland

2.8. Italy

2.9. Netherlands

2.10. Austria

2.11. Portugal

2.12. Finland

2.13. Sweden

2.14. United Kingdom

*Section 3:* **Rail network**

3.0. Europe

3.1. Belgium

3.2. Denmark

3.3. Germany

3.4. Greece

3.5. Spain

3.6. France

3.7. Ireland

3.8. Italy

3.9. Luxembourg

3.10. Netherlands

3.11. Austria

3.12. Portugal

3.13. Finland

3.14. Sweden

3.15. United Kingdom

*Section 4:* ►M1 **Inland waterway network and inland ports** ◄

4. Europe

▼M1

*Section 5:* **Seaports — Category A**

5.0. Europe

5.1. Baltic Sea

(*) The maps relate to the corresponding sections mentioned in the enacting terms and/or Annex II.

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5.2. North Sea

5.3. Atlantic Ocean

5.4. Mediterranean Sea — western part

5.5. Mediterranean Sea — eastern part

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*Section 6:* **Airports**

6.0. Europe

6.1. Belgium/Denmark/Germany/Luxembourg/Netherlands/Austria

6.2. Greece

6.3. Spain/Portugal

6.4. France

6.5. Ireland/United Kingdom

6.6. Italy

6.7. Finland/Sweden

*Section 7:* **Combined transport network**

7.1. A. Rail

B. Rail, large-scale

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*NB:* The term 'planned' in keys to the maps covers all stages of an infrastructure project of common interest from preliminary studies until construction.

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## SECTION 2

## ROAD NETWORK

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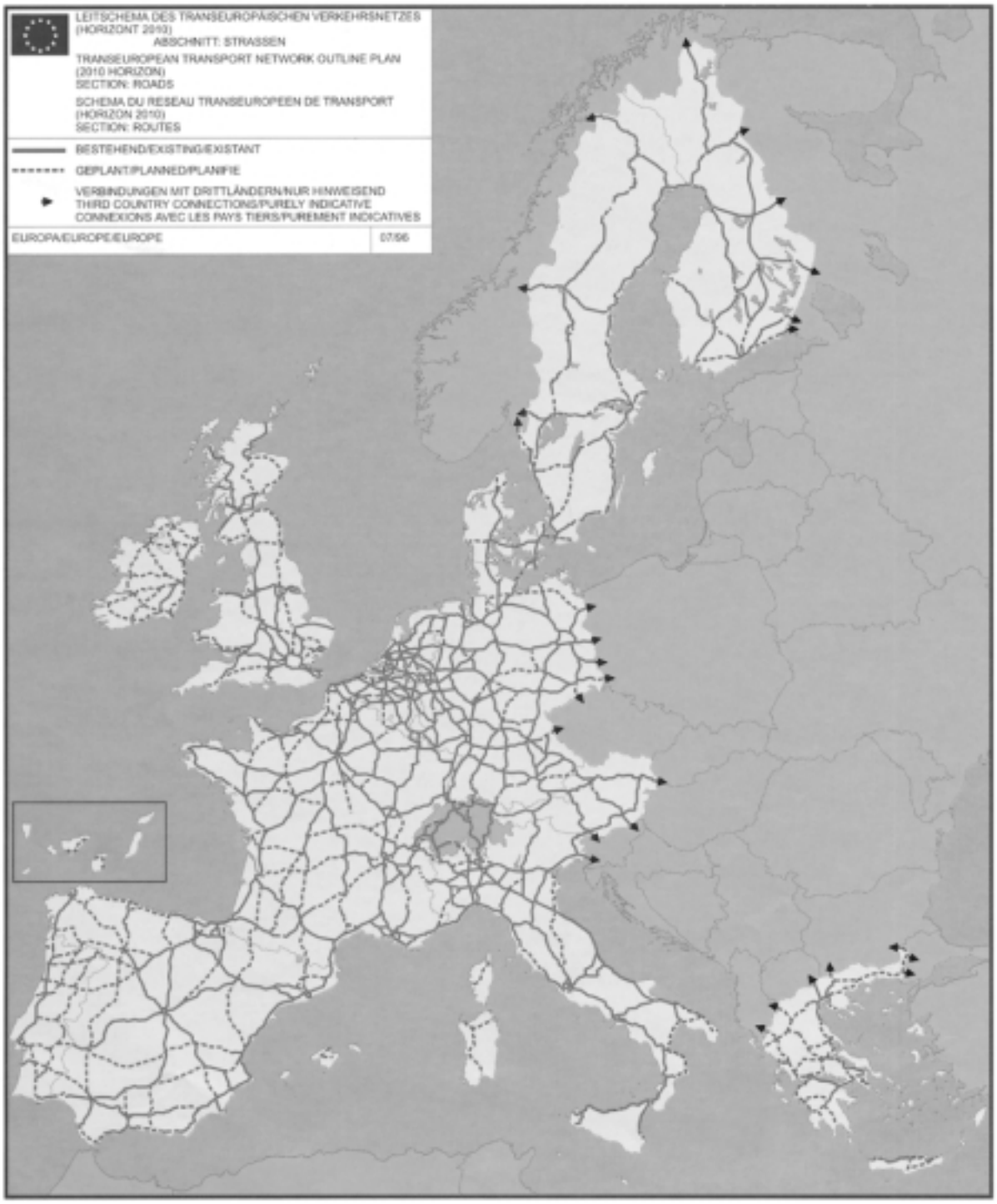
**2.0**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(HORIZONT 2010)
ABSCHNITT: STRASSEN
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(2010 HORIZON)
SECTION: ROADS
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(HORIZON 2010)
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**2.1**


LEITSCHEMA DES TRANSEUROPÄISCHEN VERKEHRSNETZES
(HORIZONT 2010)
ABSCHNITT: STRASSEN
TRANSEUROPEAN TRANSPORT NETWORK OUTLINE PLAN
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(HORIZON 2010)
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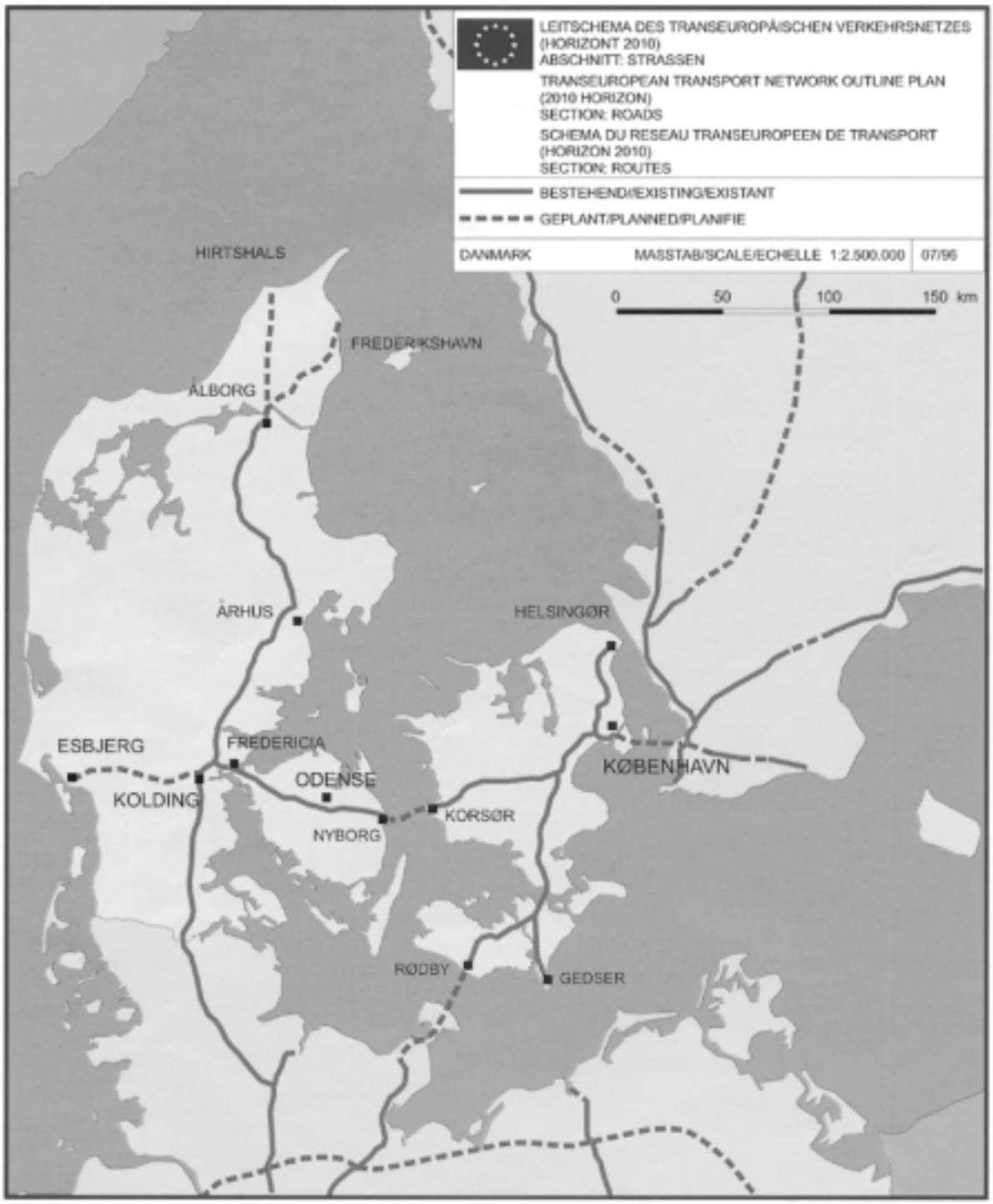
**2.2**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(HORIZON 2010)
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**2.3**


LEITSCHEMA DES TRANSEUROPÄISCHEN VERKEHRSNETZES (HORIZONT 2010)
ABSCHNITT: STRASSEN
TRANSEUROPEAN TRANSPORT NETWORK OUTLINE PLAN (2010 HORIZON)
SECTION: ROADS
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SECTION: ROUTES
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THIRD COUNTRY CONNECTIONS/PURELY INDICATIVE
CONNEXIONS AVEC LES PAYS TIERS/PUREMENT INDICATIVES
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ROSTOCK
CUXHAVEN
LÜBECK
WILHELMSHAVEN
BREMERHAVEN
HAMBURG
EMDEN
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HANNOVER
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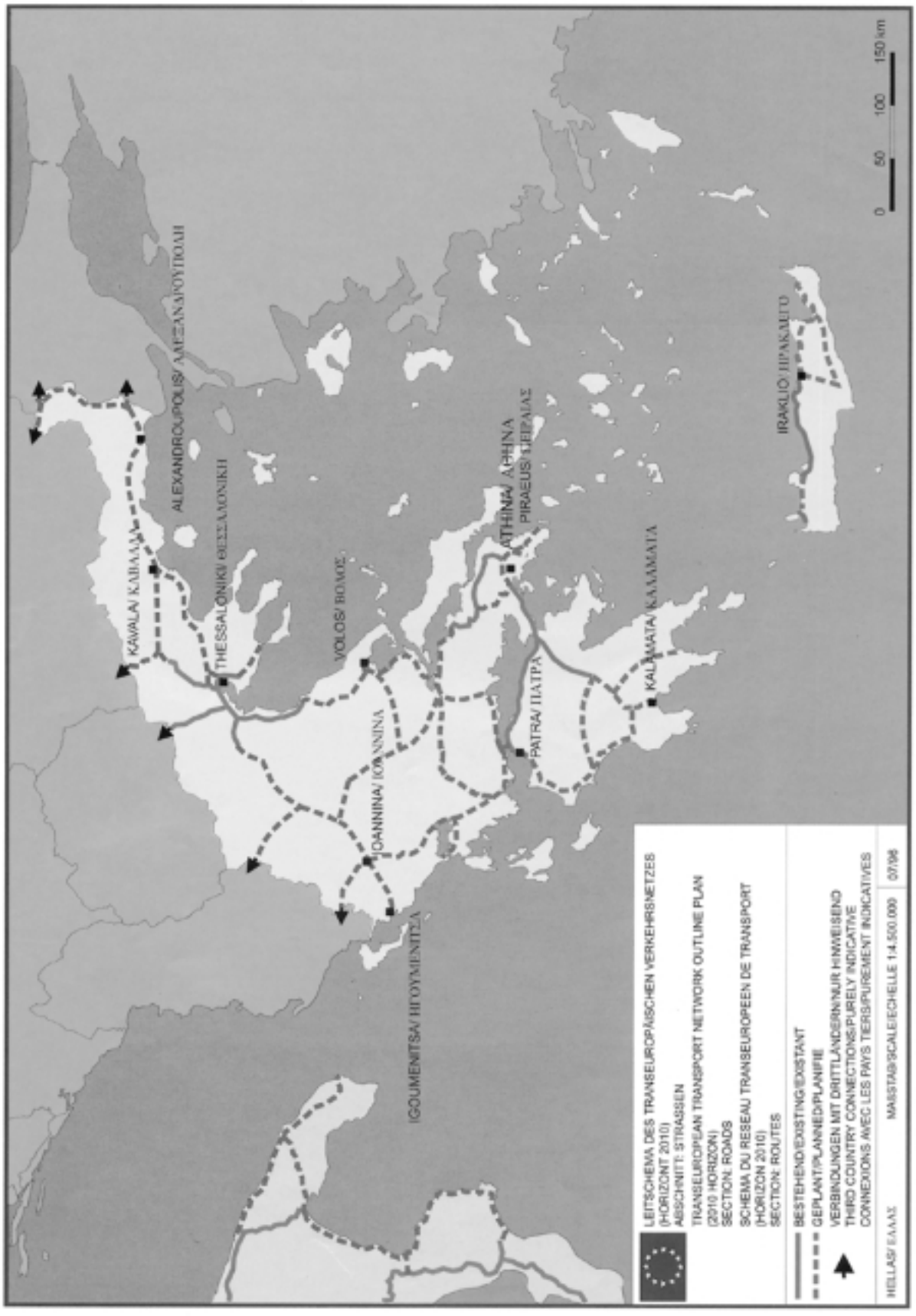
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VOLOS/ ΒΟΛΟΣ
ATHINA/ ΑΘΗΝΑ
PIRAEUS/ ΠΕΙΡΑΙΑΣ
IRAKLIO/ ΗΡΑΚΛΕΙΟ
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PATRA/ ΠΑΤΡΑ
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LEITSCHEMA DES TRANSEUROPÄISCHEN VERKEHRSNETZES (HORIZONT 2010)
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CONNEXIONS AVEC LES PAYS TIERS/PURement INDICATIVES
HELLAS/ ΕΛΛΑΣ
MAßSTAB/SCALE/ECHELLE 1:4 500 000
07/98

▼B

**2.5**


GIRONA
BARCELONA
TARRAGONA
ALCUDIA
MANACOR
PALMA
ZARAGOZA
VALENCIA
ALICANTE
CARTAGENA
PASAJES
BILBAO
SANTANDER
ALBACETE
MURCIA
ALMERIA
MADRID
GIJON
OVIEDO
VALLADOLID
CIUDAD REAL
BAILEN
GRANADA
MOTRIL
MERIDA
SEVILLA
MALAGA
ALGECIRAS
CADIZ
ROSAL DE LA FRONTERA
HUELVA
LA CORUÑA
VIGO
0 50 100 150 km
ESPAÑA

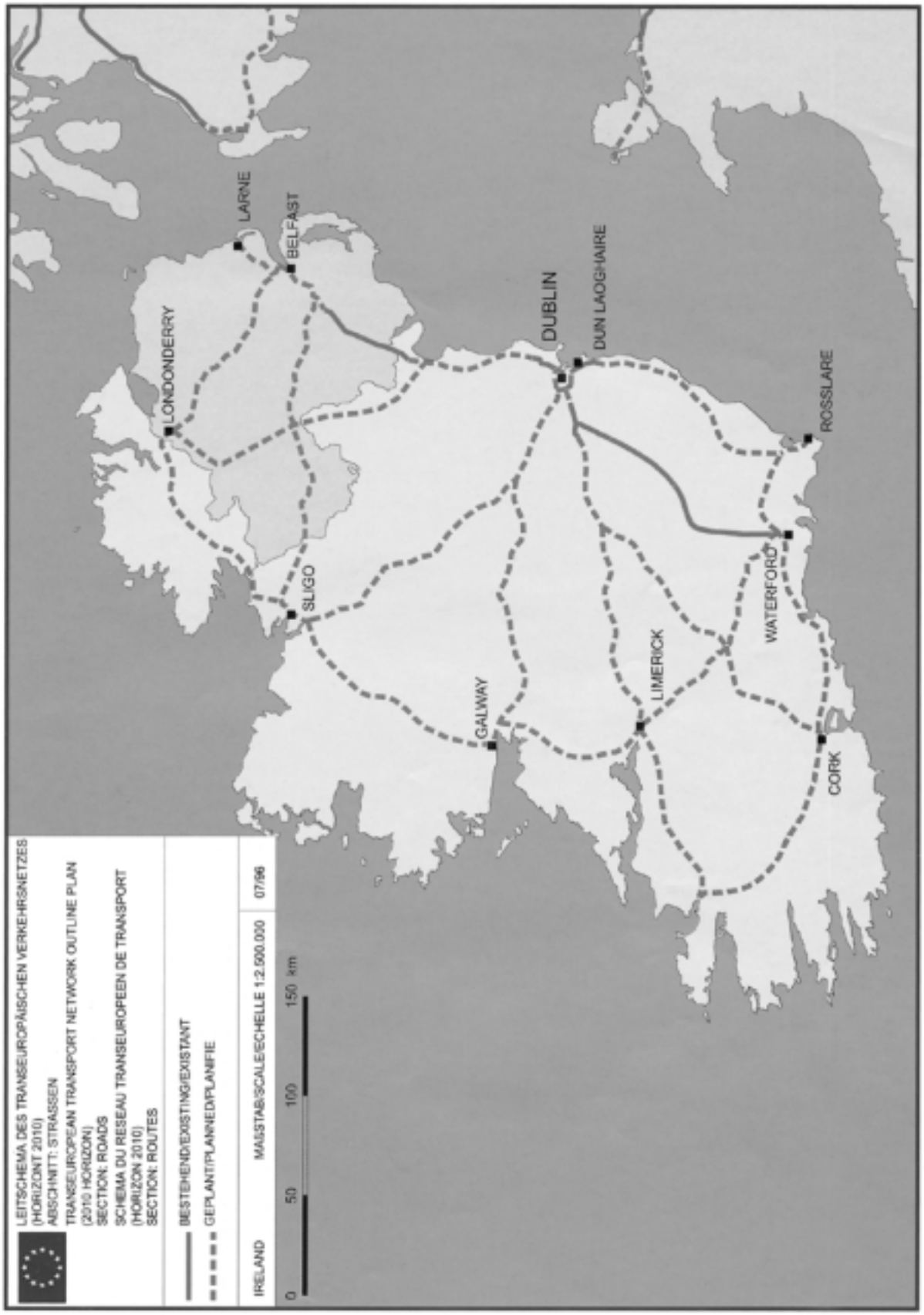
▼B

**2.6**


CALAIS
DUNKERQUE
BOULOGNE
LILLE
CHERBOURG
LE HAVRE
ROUEN
CAEN
BREST
METZ
PARIS
STRASBOURG
RENNES
MULHOUSE
SAINT NAZAIRE
NANTES
TOURS
DIJON
NEVERS
POITIERS
CHALON
LA ROCHELLE
MÂCON
CLERMONT FERRAND
LIMOGES
LYON
BORDEAUX
VALENCE
GRENOBLE
BAYONNE
NÎMES
AVIGNON
PAU
TOULOUSE
NICE
SETE
TARBES
MARSEILLE
LEITSCHEMA DES TRANSEUROPÄISCHEN VERKEHRSNETZES (HORIZONT 2010) ABSCHNITT: STRASSEN
TRANSEUROPEAN TRANSPORT NETWORK OUTLINE PLAN (2010 HORIZON) SECTION: ROADS
SCHEMA DU RESEAU TRANSEUROPEEN DE TRANSPORT (HORIZON 2010) SECTION: ROUTES
FRANCE
MASSTAB/SCALE/ECHELLE 1:5.250.000
07/96
0 50 100 150 km
BESTEHEND/EXISTING/EXISTANT
GEPLANT/PLANNED/PLANIFIE

▼B

2.7


LEITSCHEMA DES TRANSEUROPÄISCHEN VERKEHRSNETZES
(HORIZONT 2010)
ABSCHNITT: STRASSEN
TRANSEUROPEAN TRANSPORT NETWORK OUTLINE PLAN
(2010 HORIZON)
SECTION: ROADS
SCHEMA DU RESEAU TRANSEUROPEEN DE TRANSPORT
(HORIZON 2010)
SECTION: ROUTES
BESTEHEND/EXISTING/EXISTANT
GEPLANT/PLANNED/PLANIFIE
IRELAND
MAßSTAB/SCALE/ECHELLE 1:2.500.000
07/96
0
50
100
150 km
LARNE
BELFAST
LONDONDERRY
DUBLIN
DUN LAOGHAIRE
ROSSLARE
SLIGO
GALWAY
LIMERICK
WATERFORD
CORK

▼B

**2.8**


AOSTA
MILANO
VERONA
TRIESTE
VENEZIA
PIACENZA
TORINO
MODENA
RAVENNA
GENOVA
BOLOGNA
SAVONA
LA SPEZIA
FIRENZE
ANCONA
LIVORNO
PIOMBINO
PESCARA
BASTIA
AJACCIO
ROMA
FOGGIA
BARI
BRINDISI
PORTO TORRES
OLBIA
TARANTO
NAPOLI
OTRANTO
CAGLIARI
MESSINA
PALERMO
TRAPANI
REGGIO DI CALABRIA
MAZARA DEL VALLO
AUGUSTA
LEITSCHEMA DES TRANSEUROPÄISCHEN VERKEHRSNETZES (HORIZONT 2010)
ABSCHNITT: STRASSEN
TRANSEUROPEAN TRANSPORT NETWORK OUTLINE PLAN (2010 HORIZON)
SECTION: ROADS
SCHEMA DU RESEAU TRANSEUROPEEN DE TRANSPORT (HORIZON 2010)
SECTION: ROUTES
BESTEHEND/EXISTING/EXISTANT
GEPLANT/PLANNED/PLANIFIE
VERBINDUNGEN MIT DRITTLÄNDERN/NUR HINWEISEND
THIRD COUNTRY CONNECTIONS/PURELY INDICATIVE
CONNEXIONS AVEC LES PAYS TIERS/PUREMENT INDICATIVES
ITALIA
MAßSTAB/SCALE/ECHELLE 1:5.500.000
07/99
0 50 100 150 km

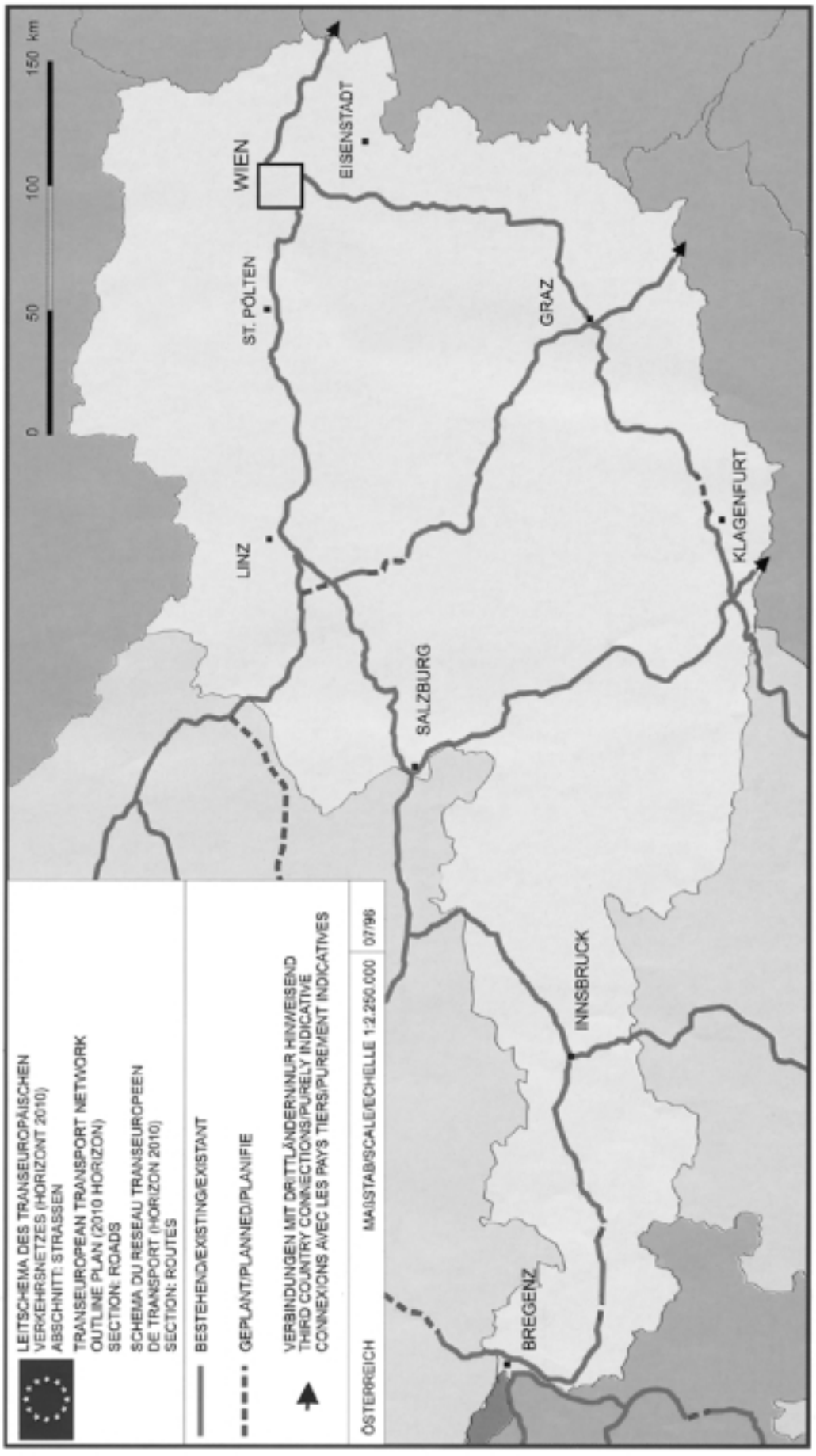
▼B

**2.9**


LEITSCHEMA DES TRANSEUROPÄISCHEN VERKEHRSNETZES
(HORIZONT 2010)
ABSCHNITT: STRASSEN
TRANSEUROPEAN TRANSPORT NETWORK OUTLINE PLAN
(2010 HORIZON)
SECTION: ROADS
SCHEMA DU RESEAU TRANSEUROPEEN DE TRANSPORT
(HORIZON 2010)
SECTION: ROUTES
BESTEHEND/EXISTING/EXISTANT
GEPLANT/PLANNED/PLANIFIE
NEDERLAND
MAßSTAB/SCALE/ECHELLE 1:1.900.000
07/96
0
50
100
150 km
GRONINGEN
IJMUIDEN
AMSTERDAM
ENSCHEDE
DEN HAAG
UTRECHT
ARNHEM
ROTTERDAM
NIJMEGEN
VLISSINGEN
BREDA
EINDHOVEN

▼B

**2.10**


LEITSCHEMA DES TRANSEUROPÄISCHEN VERKEHRSNETZES (HORIZONT 2010)
ABSCHNITT: STRASSEN
TRANSEUROPEAN TRANSPORT NETWORK OUTLINE PLAN (2010 HORIZON)
SECTION: ROADS
SCHEMA DU RESEAU TRANSEUROPEEN DE TRANSPORT (HORIZON 2010)
SECTION: ROUTES
BESTEHEND/EXISTING/EXISTANT
GEPLANT/PLANNED/PLANIFIE
VERBINDUNGEN MIT DRITTLÄNDERN/NUR HINWEISEND
THIRD COUNTRY CONNECTIONS/PURELY INDICATIVE
CONNEXIONS AVEC LES PAYS TIERS/PURement INDICATIVES
ÖSTERREICH
MAßSTAB/SCALE/ECHELLE 1:2.250.000
07/96
0
50
100
150 km
WIEN
EISENSTADT
ST. PÖLTEN
LINZ
GRAZ
SALZBURG
KLAGENFURT
INNSBRUCK
BREGENZ

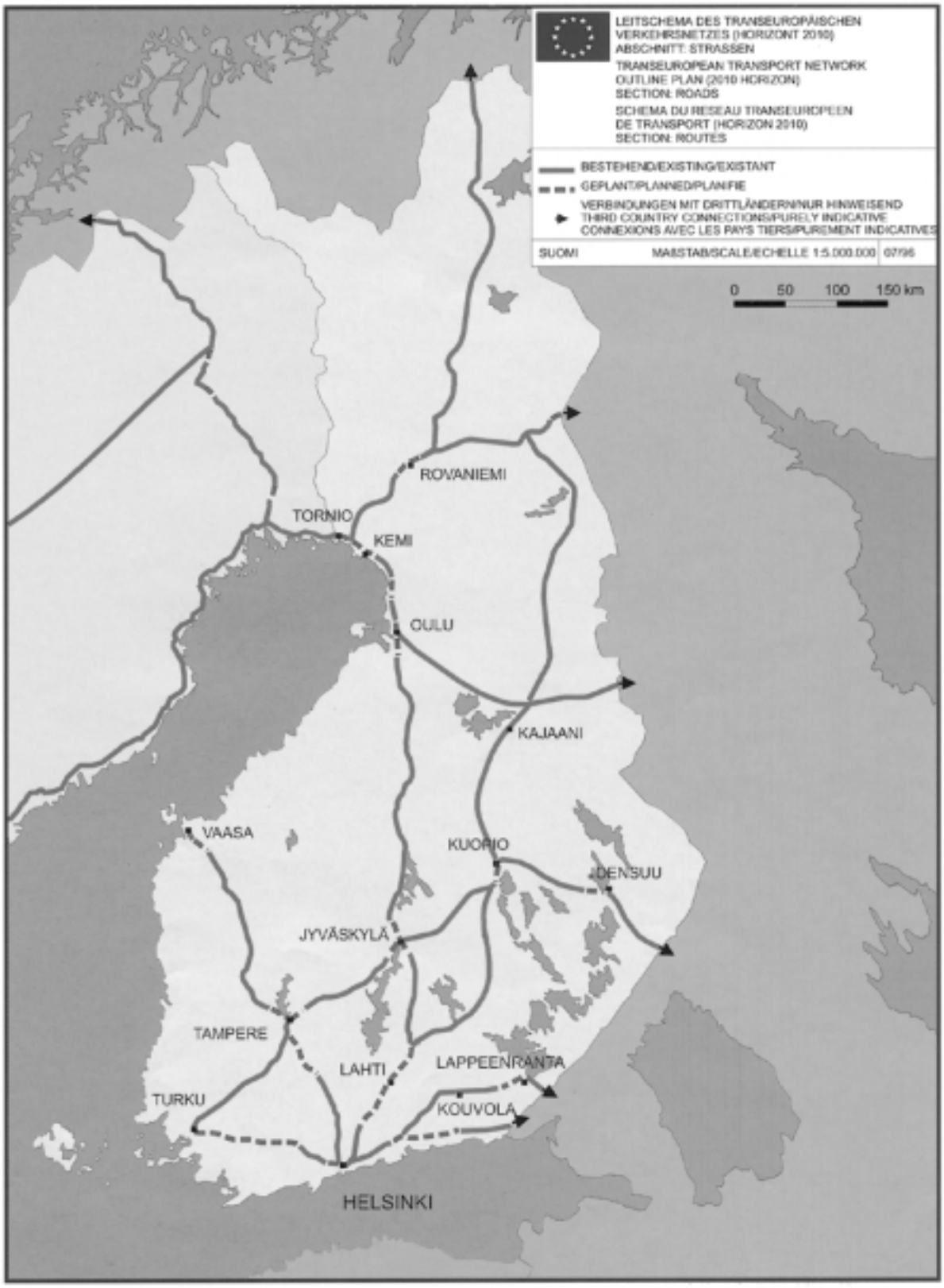
▼B

**2.11**


LEITSCHEMA DES TRANSEUROPÄISCHEN VERKEHRSNETZES
(HORIZONT 2010)
ABSCHNITT: STRASSEN
TRANSEUROPEAN TRANSPORT NETWORK OUTLINE PLAN
(2010 HORIZON)
SECTION: ROADS
SCHEMA DU RESEAU TRANSEUROPEEN DE TRANSPORT
(HORIZON 2010)
SECTION: ROUTES
BESTEHEND/EXISTING/EXISTANT
GEPLANT/PLANNED/PLANIFIE
PORTUGAL
MASSTAB/SCALE/ECHELLE 1:2.500.000
07/96
0
50
100
150 km
VIANA DO CASTELO
CHAVES
BRAGANCA
BRAGA
LEIXOES
PORTO
VILA REAL
AVEIRO
VISEU
GUARDA
FIGUEIRA DA FOZ
COIMBRA
LISBOA
SETUBAL
EVORA
SINES
FARO

▼B

**2.12**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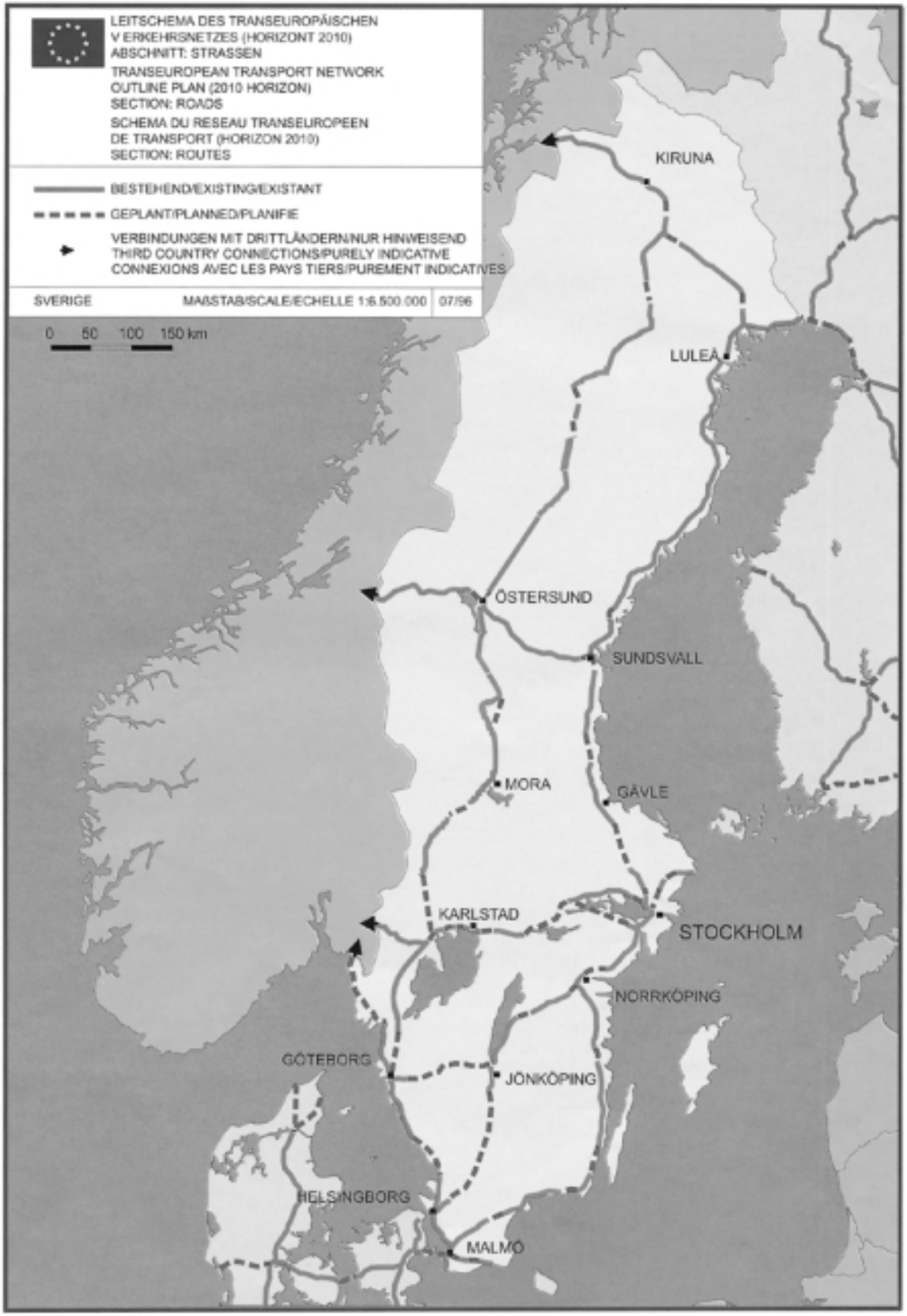
ABSCHNITT: STRASSEN
TRANSEUROPEAN TRANSPORT NETWORK
OUTLINE PLAN (2010 HORIZON)
SECTION: ROADS
SCHEMA DU RESEAU TRANSEUROPEEN
DE TRANSPORT (HORIZON 2010)
SECTION: ROUTES
BESTEHEND/EXISTING/EXISTANT
GEPLANT/PLANNED/PLANIFIE
VERBINDUNGEN MIT DRITTLÄNDERN/NUR HINWEISEND
THIRD COUNTRY CONNECTIONS/PURELY INDICATIVE
CONNEXIONS AVEC LES PAYS TIERS/PUREMENT INDICATIVES
SUOMI
MAßSTAB/SCALE/ECHELLE 1:5.000.000
07/96
0 50 100 150 km
ROVANIEMI
TORNIO
KEMI
OULU
KAJAANI
VAASA
KUOPIO
JOENSUU
JYVÄSKYLÄ
TAMPERE
LAHTI
LAPPEENRANTA
TURKU
KOUVOLA
HELSINKI

▼B

**2.13**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V ERKEHRSNETZES (HORIZONT 2010)
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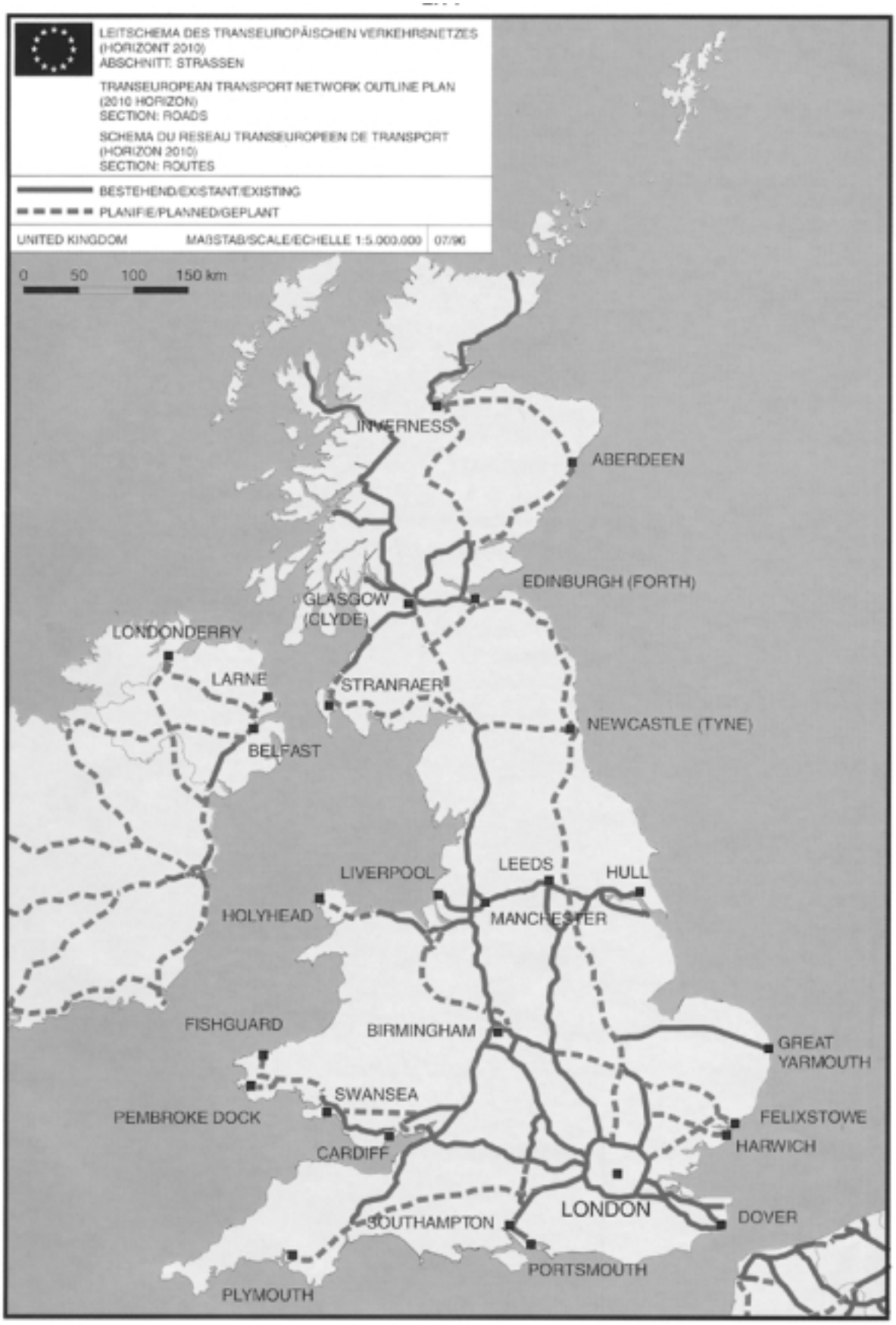
TRANSEUROPEAN TRANSPORT NETWORK
OUTLINE PLAN (2010 HORIZON)
SECTION: ROADS
SCHEMA DU RESEAU TRANSEUROPEEN
DE TRANSPORT (HORIZON 2010)
SECTION: ROUTES
BESTEHEND/EXISTING/EXISTANT
GEPLANT/PLANNED/PLANIFIE
VERBINDUNGEN MIT DRITTLÄNDERN/NUR HINWEISEND
THIRD COUNTRY CONNECTIONS/PURELY INDICATIVE
CONNEXIONS AVEC LES PAYS TIERS/PUREMENT INDICATIVES
SVERIGE
MAßSTAB/SCALE/ECHELLE 1:6 500 000
07/96
0 50 100 150 km
KIRUNA
LULEÅ
ÖSTERSUND
SUNDSVALL
MORA
GÄVLE
KARLSTAD
STOCKHOLM
NORRKÖPING
GÖTEBORG
JÖNKÖPING
HELSINGBORG
MALMÖ

▼C1

**2.14**


LEITSCHEMA DES TRANSEUROPÄISCHEN VERKEHRSNETZES
(HORIZONT 2010)
ABSCHNITT: STRASSEN
TRANSEUROPEAN TRANSPORT NETWORK OUTLINE PLAN
(2010 HORIZON)
SECTION: ROADS
SCHEMA DU RESEAU TRANSEUROPEEN DE TRANSPORT
(HORIZON 2010)
SECTION: ROUTES
BESTEHEND/EXISTANT/EXISTING
PLANIFIE/PLANNED/GEPLANT
UNITED KINGDOM
MAßSTAB/SCALE/ECHELLE 1:5.000.000
07/96
0 50 100 150 km
INVERNESS
ABERDEEN
EDINBURGH (FORTH)
GLASGOW (CLYDE)
LONDONDERRY
LARNE
STRANRAER
NEWCASTLE (TYNE)
BELFAST
LIVERPOOL
LEEDS
HULL
HOLYHEAD
MANCHESTER
FISHGUARD
BIRMINGHAM
GREAT YARMOUTH
SWANSEA
PEMBROKE DOCK
FELIXSTOWE
HARWICH
CARDIFF
LONDON
DOVER
SOUTHAMPTON
PORTSMOUTH
PLYMOUTH

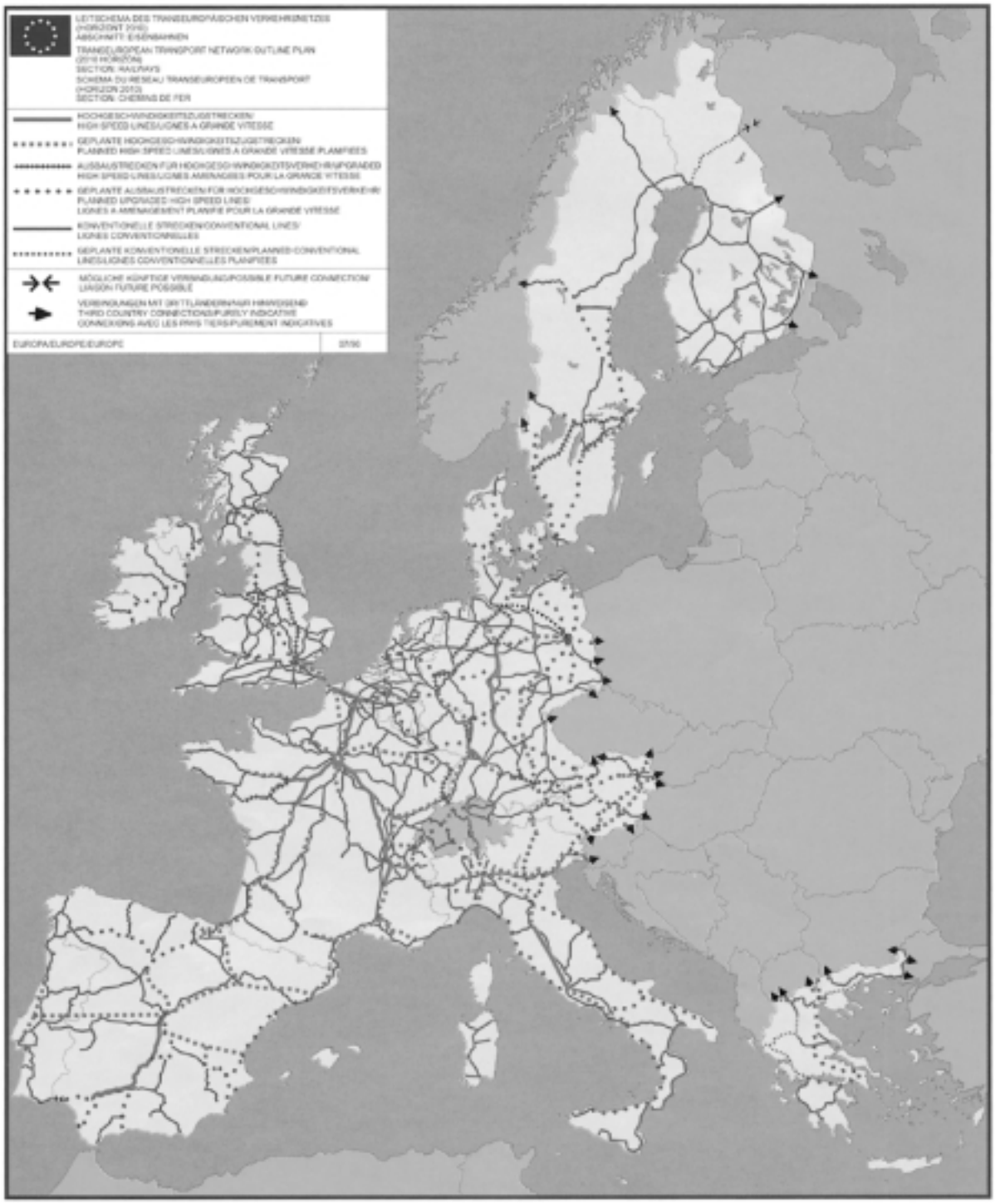
▼B

## SECTION 3

## RAIL NETWORK

▼B

**3.0**


LEITSCHEMA DES TRANSEUROPÄISCHEN VERKEHRSNETZES
(HORIZONT 2010)
ABSCHNITT: EISENBAHNEN
TRANS-EUROPEAN TRANSPORT NETWORK: OUTLINE PLAN
(2010 HORIZON)
SECTION: RAILWAYS
SCHEMA DU RÉSEAU TRANSEUROPÉEN DE TRANSPORT
(HORIZON 2010)
SECTION: CHEMINS DE FER
HOCHGESCHWINDIGKEITSZUGSTRECKEN
HIGH SPEED LINES/LIGNES À GRANDE VITESSE
GEPLANTE HOCHGESCHWINDIGKEITSZUGSTRECKEN
PLANNED HIGH SPEED LINES/LIGNES À GRANDE VITESSE PLANIFIÉES
AUSBAUSTRECKEN FÜR HOCHGESCHWINDIGKEITSVERKEHR/UPGRADED
HIGH SPEED LINES/LIGNES AMÉNAGÉES POUR LA GRANDE VITESSE
GEPLANTE AUSBAUSTRECKEN FÜR HOCHGESCHWINDIGKEITSVERKEHR/
PLANNED UPGRADES HIGH SPEED LINES/
LIGNES À AMÉNAGEMENT PLANIFIÉ POUR LA GRANDE VITESSE
KONVENTIONELLE STRECKEN/CONVENTIONAL LINES/
LIGNES CONVENTIONNELLES
GEPLANTE KONVENTIONELLE STRECKEN/PLANNED CONVENTIONAL
LINES/LIGNES CONVENTIONNELLES PLANIFIÉES
MÖGLICHE KÜNFTIGE VERBINDUNG/POSSIBLE FUTURE CONNECTION/
LIAISON FUTURE POSSIBLE
VERBINDUNGEN MIT DRITTLÄNDERN/MIT HINWEISEND
THIRD COUNTRY CONNECTIONS/PURELY INDICATIVE
CONNEXIONS AVEC LES PAYS TIERS/PUREMENT INDICATIVES
EUROPA/EUROPE/EUROPE
2150

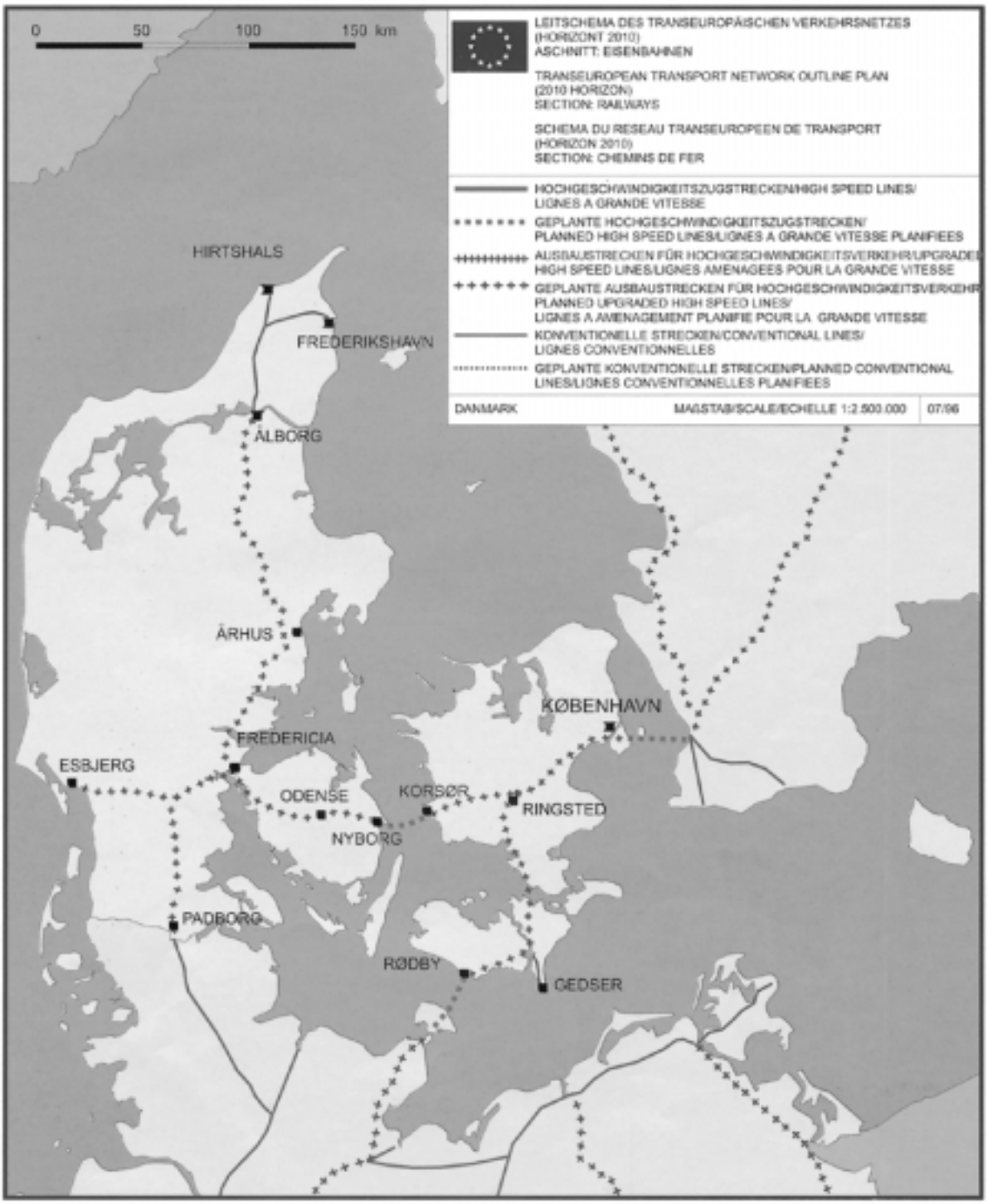
▼B

3.1


LEITSCHEMA DES TRANSEUROPÄISCHEN VERKEHRSNETZES
(HORIZONT 2010)
ABSCHNITT EISENBAHNEN
TRANSEUROPEAN TRANSPORT NETWORK OUTLINE PLAN
(2010 HORIZON)
SECTION: RAILWAYS
SCHEMA DU RESEAU TRANSEUROPEEN DE TRANSPORT
(HORIZON 2010)
SECTION: CHEMINS DE FER
HOCHGESCHWINDIGKEITSZUGSTRECKEN/HIGH SPEED LINES/
LIGNES A GRANDE VITESSE
GEPLANTE HOCHGESCHWINDIGKEITSZUGSTRECKEN/
PLANNED HIGH SPEED LINES/LIGNES A GRANDE VITESSE PLANIFIEES
AUSBAUSTRECKEN FÜR HOCHGESCHWINDIGKEITSVERKEHR/UPGRADED
HIGH SPEED LINES/LIGNES AMENAGEES POUR LA GRANDE VITESSE
GEPLANTE AUSBAUSTRECKEN FÜR HOCHGESCHWINDIGKEITSVERKEHR/
PLANNED UPGRADED HIGH SPEED LINES/
LIGNES A AMENAGEMENT PLANIFIE POUR LA GRANDE VITESSE
KONVENTIONELLE STRECKEN/CONVENTIONAL LINES/
LIGNES CONVENTIONNELLES
GEPLANTE KONVENTIONELLE STRECKEN/PLANNED CONVENTIONAL
LINES/LIGNES CONVENTIONNELLES PLANIFIEES
BELGIE/BELGIQUE
MAßSTAB/SCALE/ECHELLE 1:2.000.000
0796
0
50
100
150 km
ZEEBRUGGE
OOSTENDE
ANTWERPEN
GENT
KORTRIJK
BRUSSEL
BRUXELLES
LEUVEN
HASSELT
LILLE
TOURNAI
VISE
AACHEN
LIEGE
NAMUR
MONS
CHARLEROI

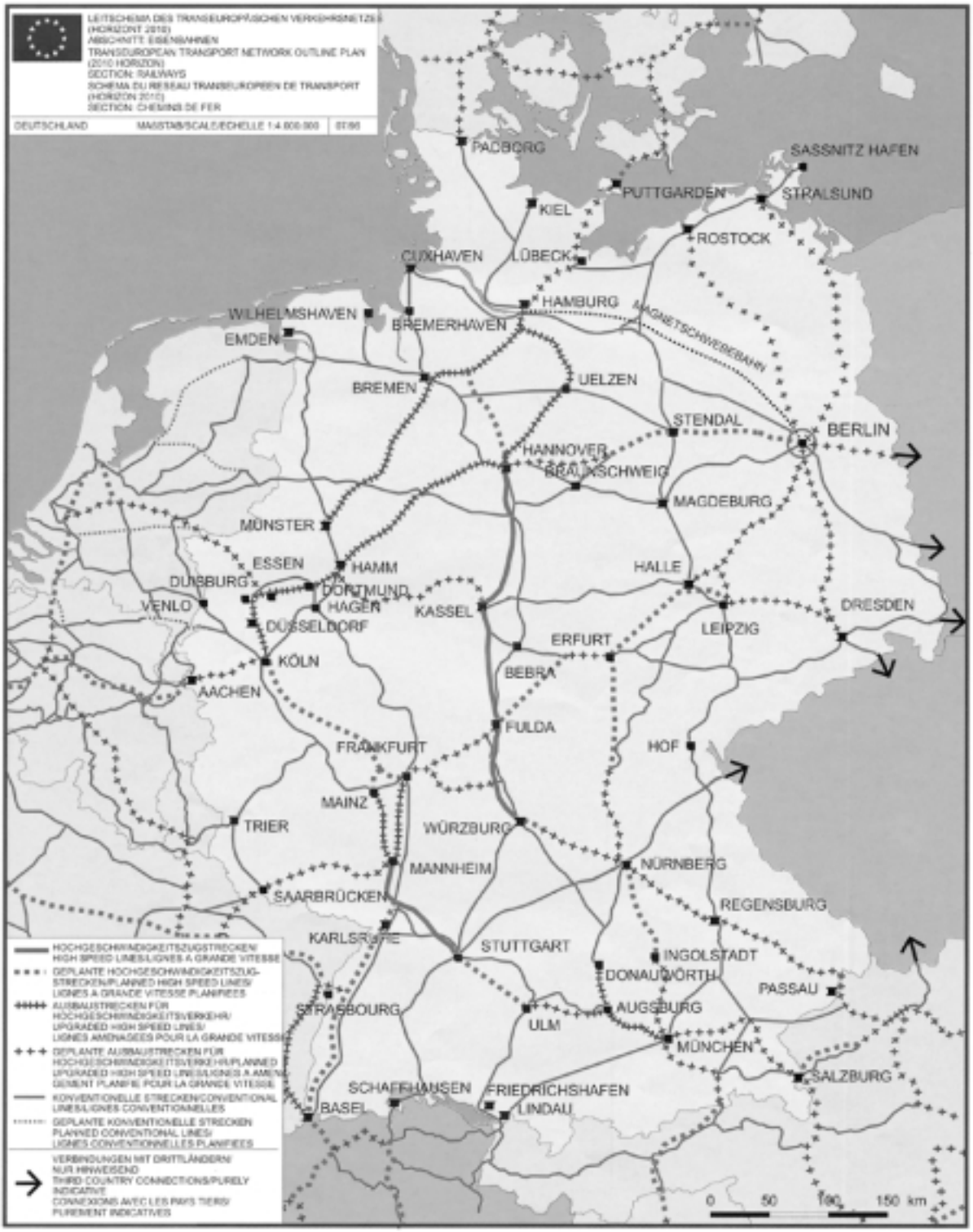
▼B

3.2


0
50
100
150 km
LEITSCHEMA DES TRANSEUROPÄISCHEN VERKEHRSNETZES
(HORIZONT 2010)
ABSCHNITT: EISENBAHNEN
TRANSEUROPEAN TRANSPORT NETWORK OUTLINE PLAN
(2010 HORIZON)
SECTION: RAILWAYS
SCHEMA DU RESEAU TRANSEUROPEEN DE TRANSPORT
(HORIZON 2010)
SECTION: CHEMINS DE FER
HOCHGESCHWINDIGKEITSZUGSTRECKEN/HIGH SPEED LINES/
LIGNES A GRANDE VITESSE
GEPLANTE HOCHGESCHWINDIGKEITSZUGSTRECKEN/
PLANNED HIGH SPEED LINES/LIGNES A GRANDE VITESSE PLANIFIEES
AUSBAUSTRECKEN FÜR HOCHGESCHWINDIGKEITSVERKEHR/UPGRADED
HIGH SPEED LINES/LIGNES AMENAGEES POUR LA GRANDE VITESSE
GEPLANTE AUSBAUSTRECKEN FÜR HOCHGESCHWINDIGKEITSVERKEHR
PLANNED UPGRADED HIGH SPEED LINES/
LIGNES A AMENAGEMENT PLANIFIE POUR LA GRANDE VITESSE
KONVENTIONELLE STRECKEN/CONVENTIONAL LINES/
LIGNES CONVENTIONNELLES
GEPLANTE KONVENTIONELLE STRECKEN/PLANNED CONVENTIONAL
LINES/LIGNES CONVENTIONNELLES PLANIFIEES
DANMARK
MAßSTAB/SCALE/ECHELLE 1:2.500.000
07/06
HIRTSHALS
FREDERIKSHAVN
ÅLBORG
ÅRHUS
KØBENHAVN
FREDERICIA
ESBJERG
ODENSE
KORSØR
RINGSTED
NYBORG
PADBORG
RØDBY
GEDSER

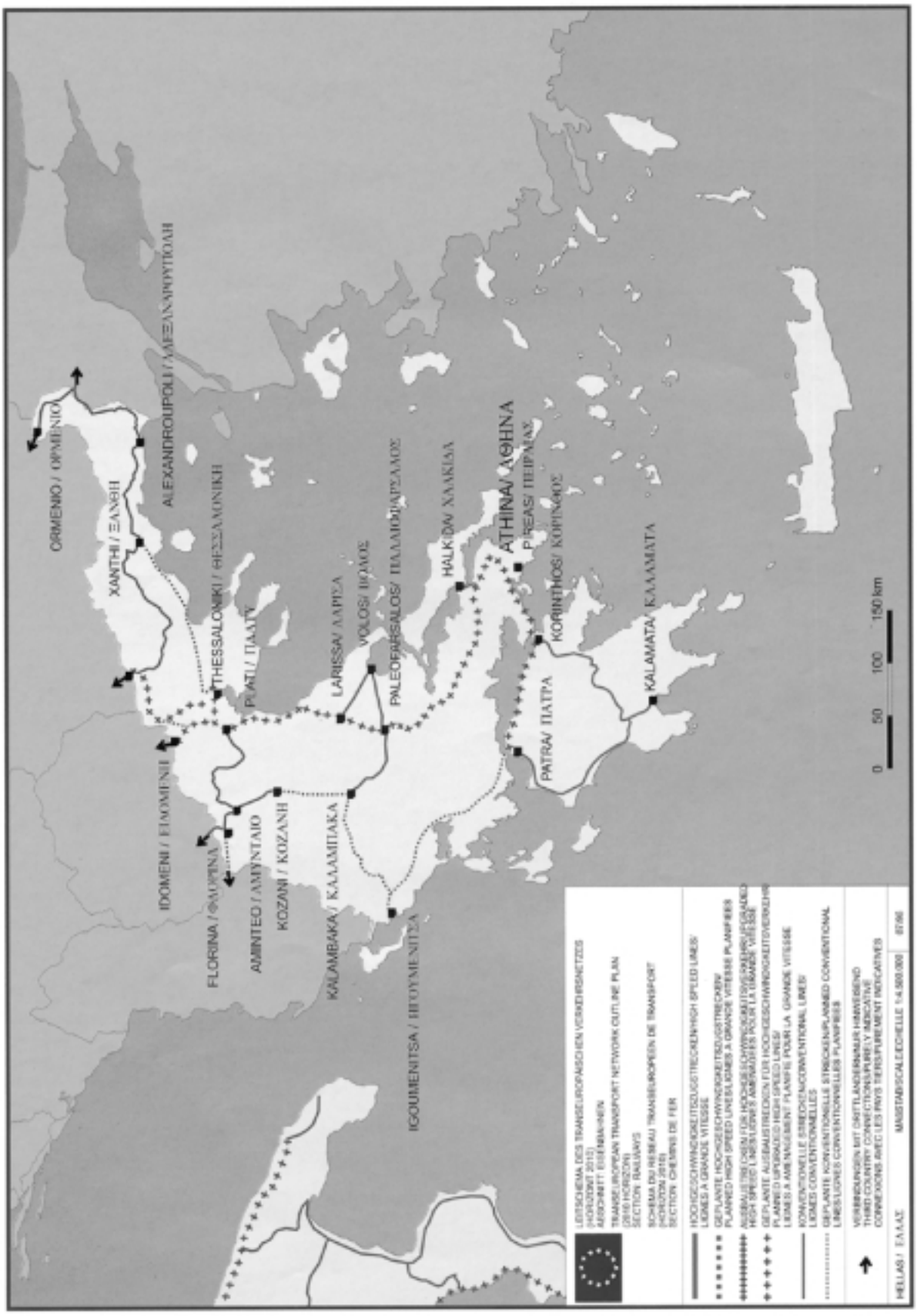
▼B

3.3


LEITSCHEMA DES TRANSEUROPÄISCHEN VERKEHRSNETZES (HORIZONT 2010) ABSCHNITT EISENBAHNEN
TRANSEUROPEAN TRANSPORT NETWORK OUTLINE PLAN (2010 HORIZON) SECTION: RAILWAYS
SCHEMA DU RESEAU TRANSEUROPEEN DE TRANSPORT (HORIZON 2010) SECTION: CHEMINS DE FER
DEUTSCHLAND
MAßSTAB/SCALE/ECHELLE 1:4 800 000
07/96
PADBORG
SASSNITZ HAFEN
PUTTGARDEN
STRALSUND
KIEL
ROSTOCK
CUXHAVEN
LÜBECK
HAMBURG
MAGNETSCHWEBEBAHN
WILHELMSHAVEN
BREMERHAVEN
EMDEN
BREMEN
UELZEN
STENDAL
BERLIN
HANNOVER
BRAUNSCHWEIG
MAGDEBURG
MÜNSTER
ESSEN
HAMM
HALLE
DUISBURG
DORTMUND
VENLO
HAGEN
KASSEL
DRESDEN
DÜSSELDORF
LEIPZIG
ERFURT
KÖLN
BEBRA
AACHEN
FULDA
FRANKFURT
HOF
MAINZ
TRIER
WÜRZBURG
NÜRNBERG
MANNHEIM
SAARBRÜCKEN
REGENSBURG
KARLSRUHE
STUTTGART
INGOLSTADT
DONAUWÖRTH
PASSAU
STRASSBOURG
ULM
AUGSBURG
MÜNCHEN
SALZBURG
SCHAFFHAUSEN
FRIEDRICHSHAFEN
BASEL
LINDAU
HOCHGESCHWINDIGKEITSZUGSTRECKEN/ HIGH SPEED LINES/LIGNES A GRANDE VITESSE
GEPLANTE HOCHGESCHWINDIGKEITSZUG-STRECKEN/PLANNED HIGH SPEED LINES/ LIGNES A GRANDE VITESSE PLANIFIEES
AUSBAUSTRECKEN FÜR HOCHGESCHWINDIGKEITSVERKEHR/ UPGRADED HIGH SPEED LINES/ LIGNES AMENAGEES POUR LA GRANDE VITESSE
GEPLANTE AUSBAUSTRECKEN FÜR HOCHGESCHWINDIGKEITSVERKEHR/PLANNED UPGRADED HIGH SPEED LINES/LIGNES A AMENAGER POUR LA GRANDE VITESSE
KONVENTIONELLE STRECKEN/CONVENTIONAL LINES/LIGNES CONVENTIONNELLES
GEPLANTE KONVENTIONELLE STRECKEN PLANNED CONVENTIONAL LINES/ LIGNES CONVENTIONNELLES PLANIFIEES
VERBINDUNGEN MIT DRITTLÄNDERN/ NUR HINWEISEND
THIRD COUNTRY CONNECTIONS/PURELY INDICATIVE
CONNEXIONS AVEC LES PAYS TIERS/ PUREMENT INDICATIVES
0 50 100 150 km

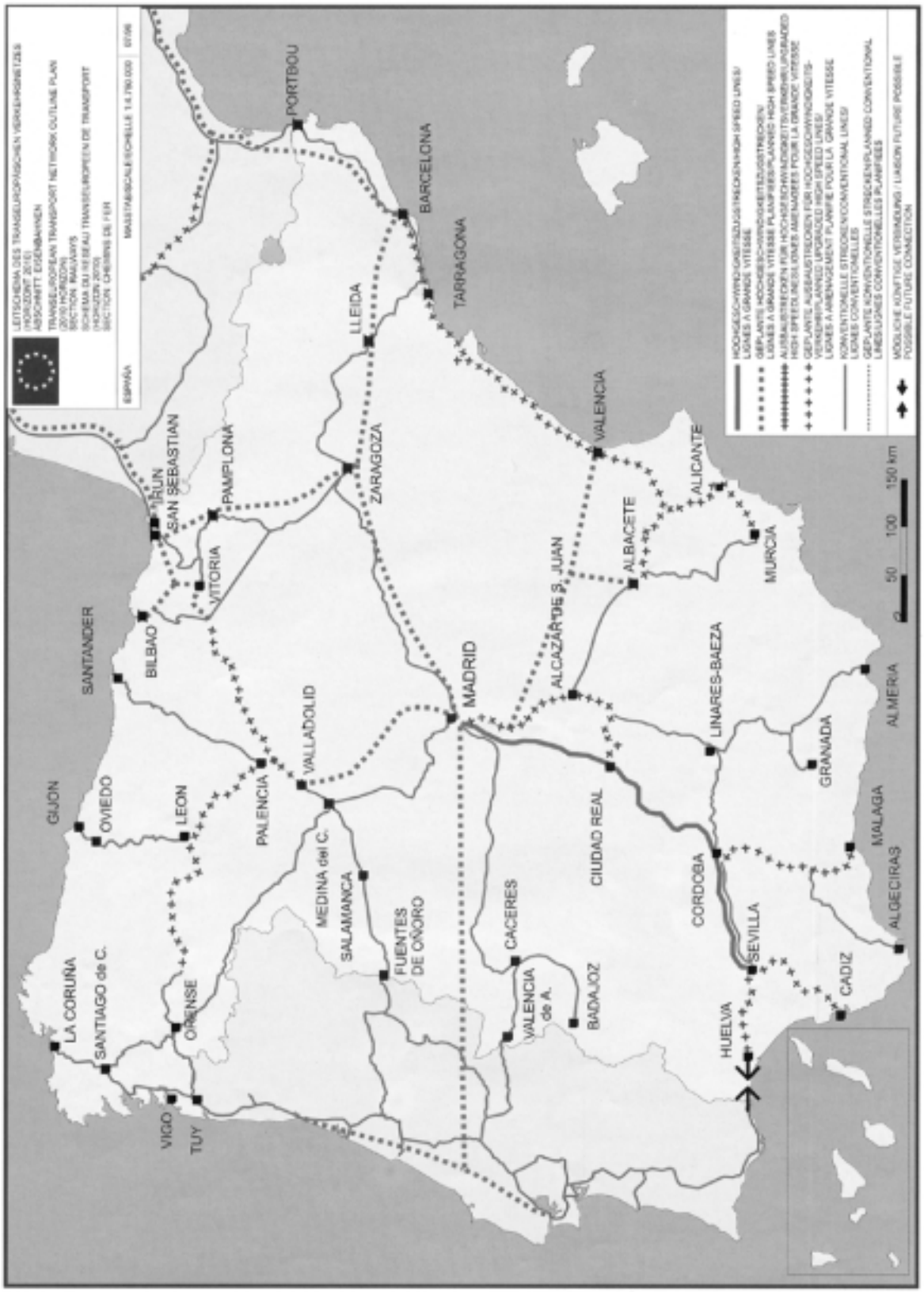
▼B

3.4


ORMENIO / ΟΡΜΕΝΙΟ
XANTHI / ΞΑΝΘΗ
ALEXANDROUPOLI / ΑΛΕΞΑΝΔΡΟΥΠΟΛΗ
THESSALONIKI / ΘΕΣΣΑΛΟΝΙΚΗ
PLATI / ΠΛΑΤΥ
LARISSA / ΛΑΡΙΣΑ
VOLOS / ΒΟΛΟΣ
PALEOFARSALOS / ΠΑΛΑΙΟΦΑΡΣΑΛΟΣ
HALKIDA / ΧΑΛΚΙΔΑ
ATHINA / ΑΘΗΝΑ
PIREAS / ΠΕΙΡΑΙΑΣ
KORINTHOS / ΚΟΡΙΝΘΟΣ
KALAMATA / ΚΑΛΑΜΑΤΑ
PATRA / ΠΑΤΡΑ
IDOMENI / ΕΙΔΟΜΕΝΗ
FLORINA / ΦΛΩΡΙΝΑ
AMINTEO / ΑΜΥΝΤΑΙΟ
KOZANI / ΚΟΖΑΝΗ
KALAMBAKA / ΚΑΛΑΜΠΑΚΑ
IGOUMENITSA / ΗΓΟΥΜΕΝΙΤΣΑ
0 50 100 150 km
HELLAS / ΕΛΛΑΣ

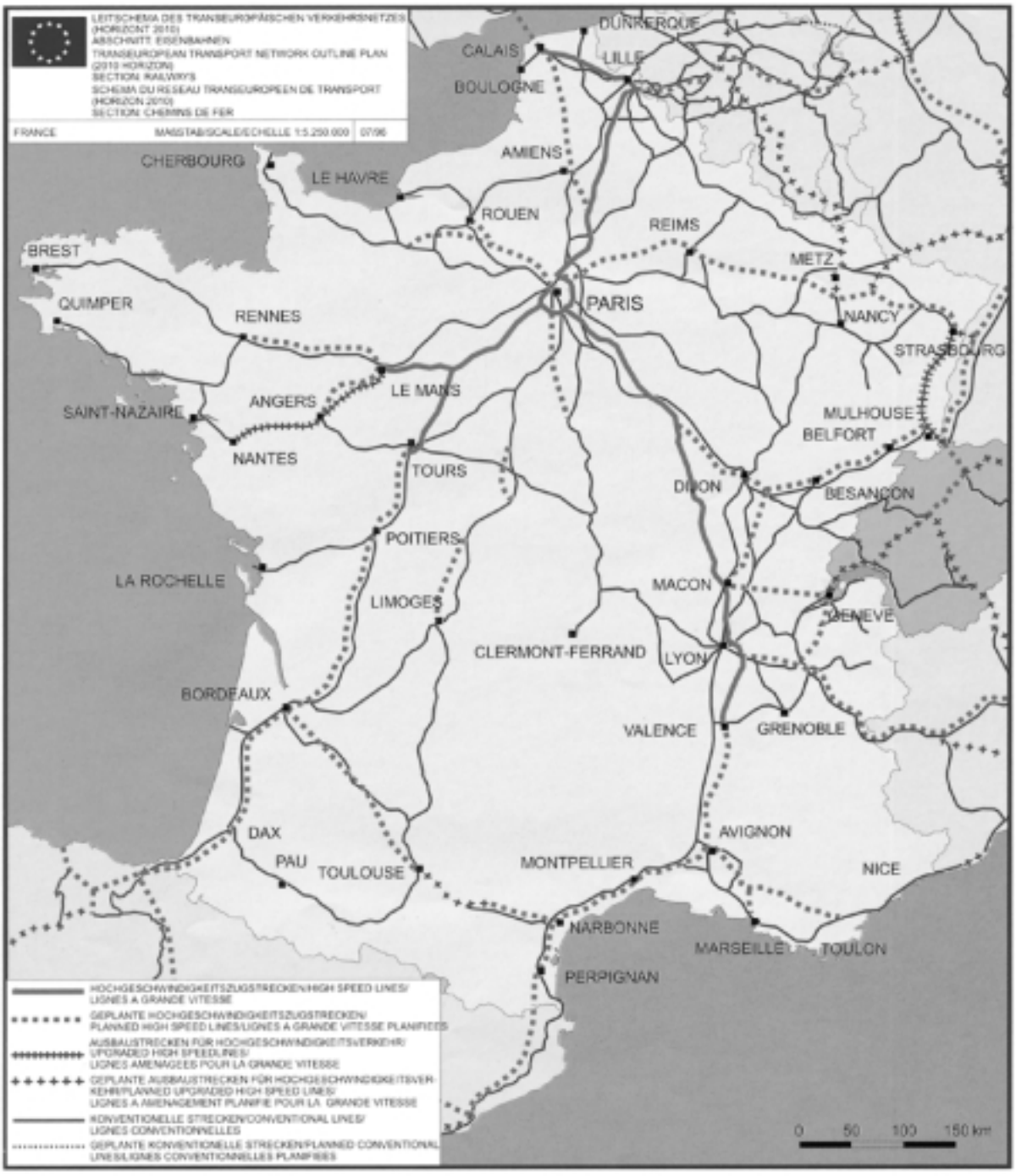
▼B

**3.5**


PORTBOU
BARCELONA
TARRAGONA
LLEIDA
ZARAGOZA
VALENCIA
ALICANTE
ALBACETE
MURCIA
SAN SEBASTIAN
IRUN
PAMPLONA
VITORIA
BILBAO
SANTANDER
GIJON
OVIEDO
LEON
PALENCIA
VALLADOLID
MEDINA del C.
SALAMANCA
FUENTES DE OÑORO
MADRID
ALCAZAR DE S. JUAN
CIUDAD REAL
CACERES
VALENCIA de A.
BADAJOZ
LINARES-BAEZA
CORDOBA
SEVILLA
HUELVA
GRANADA
MALAGA
ALMERIA
ALGECIRAS
CADIZ
VIGO
TUY
LA CORUÑA
SANTIAGO de C.
ORENSE
0 50 100 150 km

▼B

**3.6**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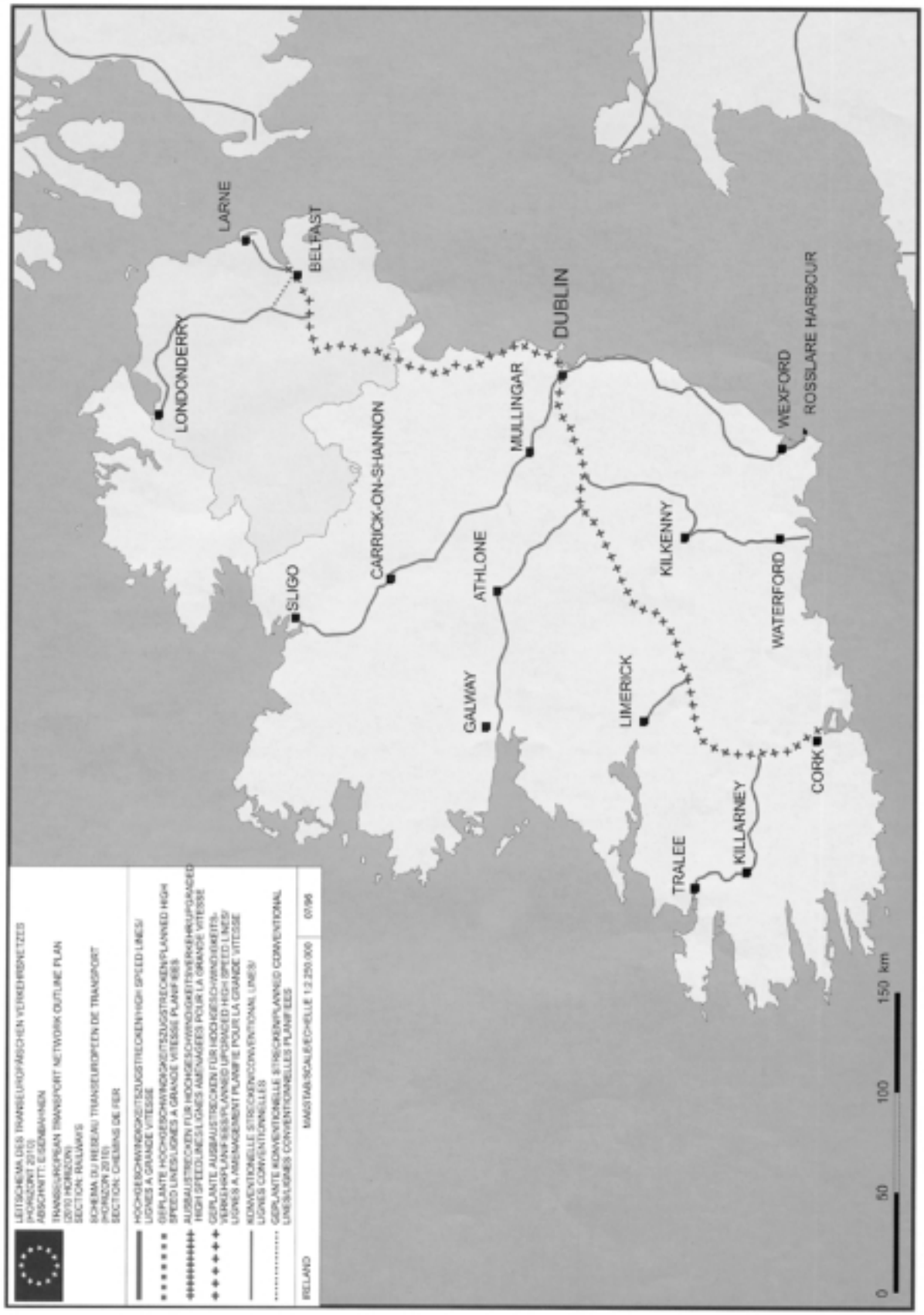
TRANSEUROPEAN TRANSPORT NETWORK OUTLINE PLAN (2010 HORIZON) SECTION RAILWAYS
SCHEMA DU RESEAU TRANSEUROPEEN DE TRANSPORT (HORIZON 2010) SECTION CHEMINS DE FER
FRANCE
MASSTAB/SCALE/ECHELLE 1:5.250.000
07/96
DUNKERQUE
CALAIS
LILLE
BOULOGNE
AMIENS
CHERBOURG
LE HAVRE
ROUEN
REIMS
BREST
METZ
QUIMPER
PARIS
RENNES
NANCY
STRASBOURG
LE MANS
ANGERS
SAINT-NAZAIRE
MULHOUSE
BELFORT
NANTES
TOURS
DIJON
BESANCON
POITIERS
LA ROCHELLE
MACON
LIMOGES
GENEVE
CLERMONT-FERRAND
LYON
BORDEAUX
VALENCE
GRENOBLE
DAX
AVIGNON
PAU
TOULOUSE
MONTPELLIER
NICE
NARBONNE
MARSEILLE
TOULON
PERPIGNAN
HOCHGESCHWINDIGKEITSZUGSTRECKEN/HIGH SPEED LINES/ LIGNES A GRANDE VITESSE
GEPLANTE HOCHGESCHWINDIGKEITSZUGSTRECKEN/ PLANNED HIGH SPEED LINES/LIGNES A GRANDE VITESSE PLANIFIEES
AUSBAUSTRECKEN FÜR HOCHGESCHWINDIGKEITSVERKEHR/ UPGRADED HIGH SPEEDLINES/ LIGNES AMENAGEES POUR LA GRANDE VITESSE
GEPLANTE AUSBAUSTRECKEN FÜR HOCHGESCHWINDIGKEITSVERKEHR/PLANNED UPGRADED HIGH SPEED LINES/ LIGNES A AMENAGEMENT PLANIFIE POUR LA GRANDE VITESSE
KONVENTIONELLE STRECKEN/CONVENTIONAL LINES/ LIGNES CONVENTIONNELLES
GEPLANTE KONVENTIONELLE STRECKEN/PLANNED CONVENTIONAL LINES/LIGNES CONVENTIONNELLES PLANIFIEES
0 50 100 150 km

▼B

3.7


LEITSCHEMA DES TRANSEUROPÄISCHEN VERKEHRSNETZES
(HORIZONT 2010)
ABSCHNITT: EISENBAHNEN
TRANSEUROPEAN TRANSPORT NETWORK OUTLINE PLAN
(2010 HORIZON)
SECTION: RAILWAYS
SCHEMA DU RESEAU TRANSEUROPEEN DE TRANSPORT
(HORIZON 2010)
SECTION: CHEMINS DE FER
HOCHGESCHWINDIGKEITSZUGSTRECKEN/HIGH SPEED LINES/
LIGNES A GRANDE VITESSE
GEPLANTE HOCHGESCHWINDIGKEITSZUGSTRECKEN/PLANNED HIGH SPEED LINES/LIGNES A GRANDE VITESSE/ PLANIFIEES
AUSBAUSTRECKEN FÜR HOCHGESCHWINDIGKEITSVERKEHR/UPGRADED HIGH SPEED LINES/LIGNES AMENAGEES POUR LA GRANDE VITESSE
GEPLANTE AUSBAUSTRECKEN FÜR HOCHGESCHWINDIGKEITS-VERKEHR/PLANNED UPGRADED HIGH SPEED LINES/ LIGNES A AMENAGEMENT PLANIFIE POUR LA GRANDE VITESSE
KONVENTIONELLE STRECKEN/CONVENTIONAL LINES/ LIGNES CONVENTIONNELLES
GEPLANTE KONVENTIONELLE STRECKEN/PLANNED CONVENTIONAL LINES/LIGNES CONVENTIONNELLES PLANIFIEES
IRELAND
MAßSTAB/SCALE/ECHELLE 1:2 250 000
07/96
LARNE
BELFAST
LONDONDERRY
DUBLIN
SLIGO
CARRICK-ON-SHANNON
MULLINGAR
ATHLONE
WEXFORD
ROSSLARE HARBOUR
KILKENNY
WATERFORD
GALWAY
LIMERICK
CORK
TRALEE
KILLARNEY
0
50
100
150 km

▼B

**3.8**


BRENNERO/
BRENNER
TARVISIO
UDINE
DOMODOSSOLA
CHIASSO
VERONA
NOVARA
VENEZIA
TRIESTE
TORINO
MILANO
PADOVA
PIACENZA
PARMA
ALESSANDRIA
GENOVA
BOLOGNA
SAVONA
LA SPEZIA
FIRENZE
ANCONA
VENTIMIGLIA
PISA
LIVORNO
PIOMBINO
PESCARA
CIVITAVECCHIA
ROMA
FOGGIA
BARI
CASERTA
BRINDISI
NAPOLI
OLBIA
PORTO TORRES
CHILIVANI
BATTIPAGLIA
TARANTO
LECCE
NUORO
PAOLA
CAGLIARI
CATANZARO
MESSINA
TRAPANI
PALERMO
REGGIO DI CALABRIA
CATANIA
AGRIGENTO
SIRACUSA
LEITSCHEMA DES TRANSEUROPÄISCHEN VERKEHRSNETZES
(HORIZONT 2010)
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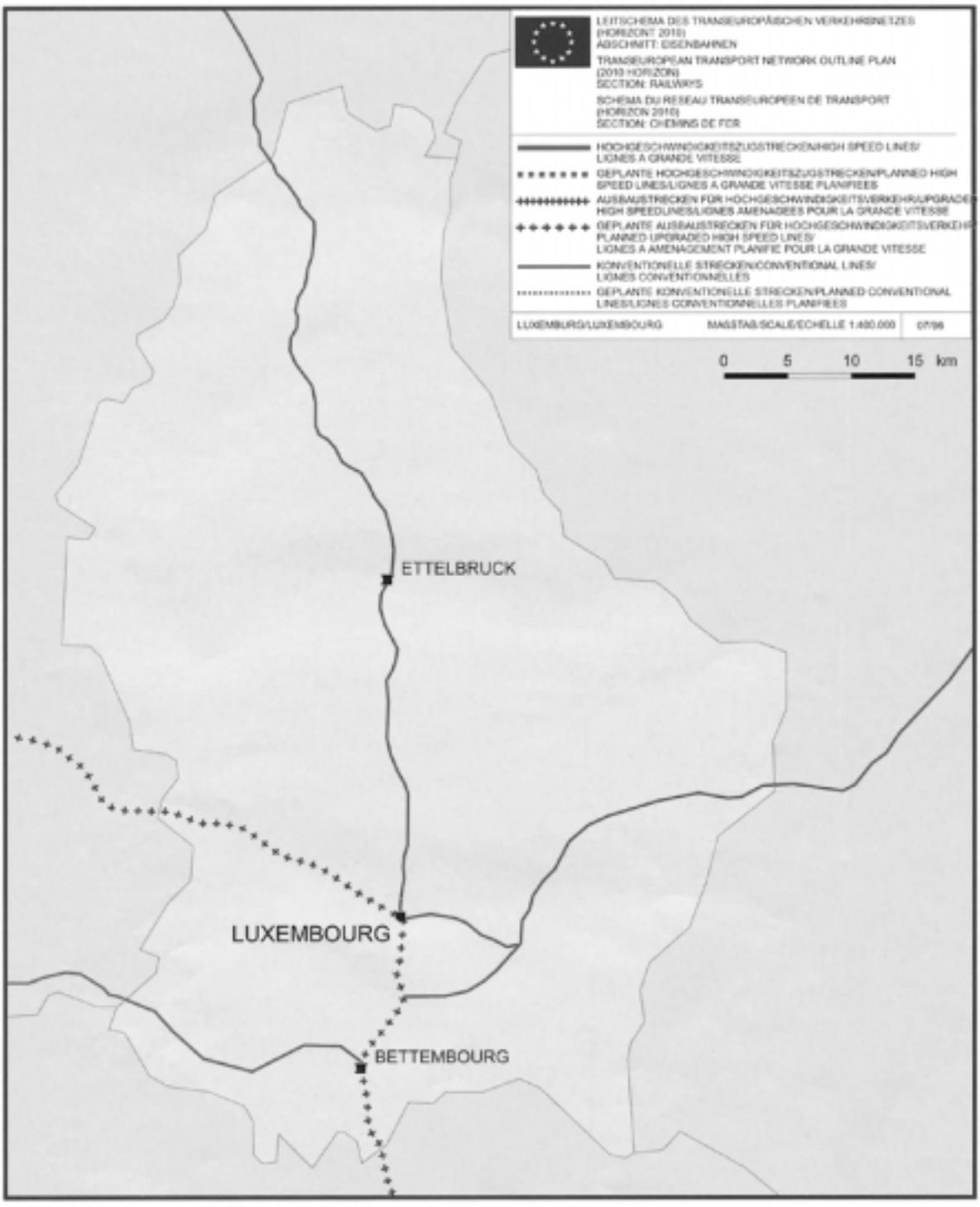
LIGNES A GRANDE VITESSE
GEPLANTE HOCHGESCHWINDIGKEITSZUGSTRECKEN/PLANNED
HIGH SPEED LINES/LIGNES A GRANDE VITESSE PLANIFIEES
AUSBAUSTRECKEN FÜR HOCHGESCHWINDIGKEITSVERKEHR/UPGRADED
HIGH SPEEDLINES/LIGNES AMENAGEES POUR LA GRANDE VITESSE
GEPLANTE AUSBAUSTRECKEN FÜR HOCHGESCHWINDIGKEITSVERKEHR
PLANNED UPGRADED HIGH SPEED LINES/
LIGNES A AMENAGEMENT PLANIFIE POUR LA GRANDE VITESSE
KONVENTIONELLE STRECKEN/CONVENTIONAL LINES/
LIGNES CONVENTIONNELLES
GEPLANTE KONVENTIONELLE STRECKEN/PLANNED CONVENTIONAL
LINES/LIGNES CONVENTIONNELLES PLANIFIEES
VERBINDUNGEN MIT DRITTLÄNDERN/NUR HINWEISEND
THIRD COUNTRY CONNECTIONS/PURELY INDICATIVE
CONNEXIONS AVEC LES PAYS TIERS/PURement INDICATIVES
ITALIA
MASSSTAB/SCALE/ECHELLE 1:5.500.000
07/96
0 50 100 150 km

▼B

**3.9**


LEITSCHEMA DES TRANSEUROPÄISCHEN VERKEHRSNETZES
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LIGNES A GRANDE VITESSE
GEPLANTE HOCHGESCHWINDIGKEITSZUGSTRECKEN/PLANNED HIGH
SPEED LINES/LIGNES A GRANDE VITESSE PLANIFIEES
AUSBAUSTRECKEN FÜR HOCHGESCHWINDIGKEITSVERKEHR/UPGRADED
HIGH SPEEDLINES/LIGNES AMENAGEES POUR LA GRANDE VITESSE
GEPLANTE AUSBAUSTRECKEN FÜR HOCHGESCHWINDIGKEITSVERKEHR
PLANNED UPGRADED HIGH SPEED LINES/
LIGNES A AMENAGEMENT PLANIFIE POUR LA GRANDE VITESSE
KONVENTIONELLE STRECKEN/CONVENTIONAL LINES/
LIGNES CONVENTIONNELLES
GEPLANTE KONVENTIONELLE STRECKEN/PLANNED CONVENTIONAL
LINES/LIGNES CONVENTIONNELLES PLANIFIEES
LUXEMBURG/LUXEMBOURG
MASSTAB/SCALE/ECHELLE 1:400.000
07/96
0 5 10 15 km
ETTELBRUCK
LUXEMBOURG
BETTEMBOURG

▼B

**3.10**


LEITSCHEMA DES TRANSEUROPÄISCHEN VERKEHRSNETZES
(HORIZONT 2010)
ABSCHNITT: EISENBAHNEN
TRANSEUROPEAN TRANSPORT NETWORK OUTLINE PLAN
(2010 HORIZON)
SECTION: RAILWAYS
SCHEMA DU RESEAU TRANSEUROPEEN DE TRANSPORT
(HORIZON 2010)
SECTION: CHEMINS DE FER
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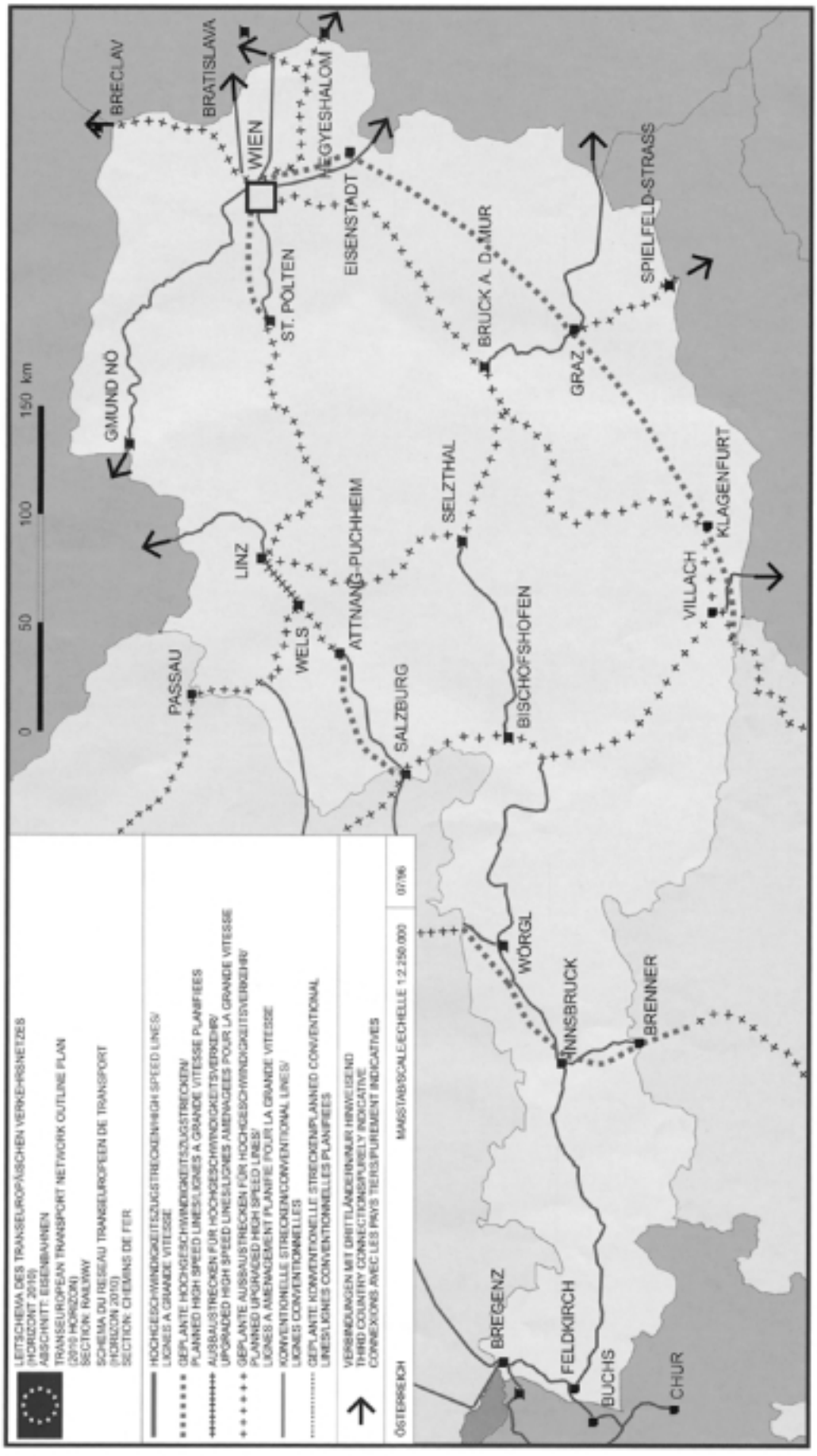
LIGNES A GRANDE VITESSE
GEPLANTE HOCHGESCHWINDIGKEITSZUGSTRECKEN/PLANNED HIGH
SPEED LINES/LIGNES A GRANDE VITESSE PLANIFIEES
AUSBAUSTRECKEN FÜR HOCHGESCHWINDIGKEITSVERKEHR/
UPGRADED HIGH SPEEDLINES/LIGNES AMENAGEES POUR LA GRANDE VITESSE
GEPLANTE AUSBAUSTRECKEN FÜR HOCHGESCHWINDIGKEITSVERKEHR/
PLANNED UPGRADED HIGH SPEED LINES/
LIGNES A AMENAGEMENT PLANIFIE POUR LA GRANDE VITESSE
KONVENTIONELLE STRECKEN/CONVENTIONAL LINES/
LIGNES CONVENTIONNELLES
GEPLANTE KONVENTIONELLE STRECKEN/PLANNED CONVENTIONAL
LINES/LIGNES CONVENTIONNELLES PLANIFIEES
NEDERLAND
MASSTAB/SCALE/ECHELLE 1:1.900.000
07/96
0
50
100
150 km
GRONINGEN
MEPPEL
AMSTERDAM
DEN HAAG
HENGELO
AMERSFOORT
UTRECHT
ARNHEM
ROTTERDAM
EMMERICH
NIJMEGEN
EINDHOVEN
VENLO
MAASTRICHT
AACHEN

▼B

**3.11**


LEITSCHEMA DES TRANSEUROPÄISCHEN VERKEHRSNETZES
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TRANSEUROPEAN TRANSPORT NETWORK OUTLINE PLAN
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SCHEMA DU RESEAU TRANSEUROPEEN DE TRANSPORT
(HORIZON 2010)
SECTION: CHEMINS DE FER
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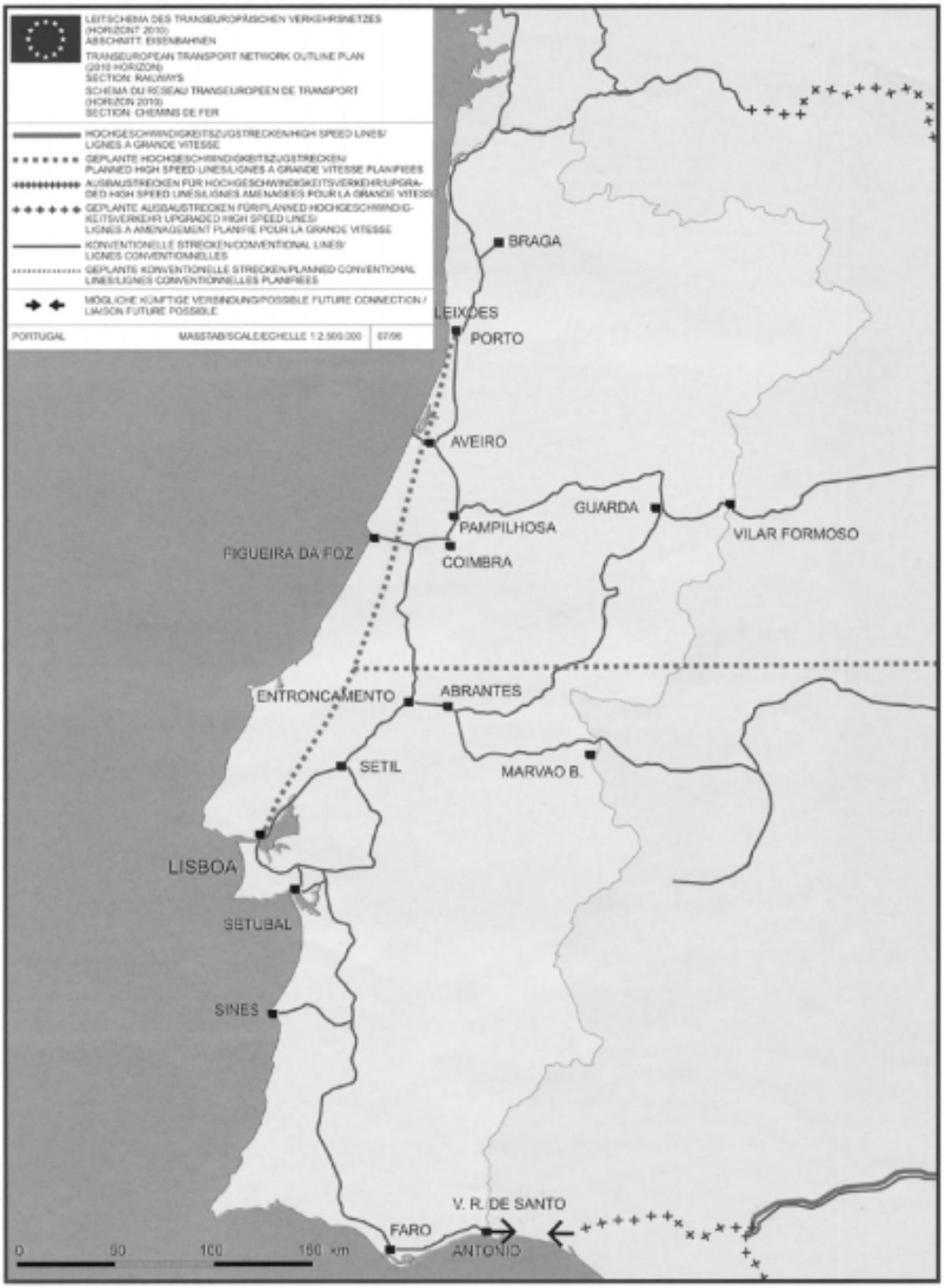
LIGNES A GRANDE VITESSE
GEPLANTE HOCHGESCHWINDIGKEITSZUGSTRECKEN/
PLANNED HIGH SPEED LINES/LIGNES A GRANDE VITESSE PLANIFIEES
AUSBAUSTRECKEN FÜR HOCHGESCHWINDIGKEITSVERKEHR/
UPGRADED HIGH SPEED LINES/LIGNES AMENAGEES POUR LA GRANDE VITESSE
GEPLANTE AUSBAUSTRECKEN FÜR HOCHGESCHWINDIGKEITSVERKEHR/
PLANNED UPGRADED HIGH SPEED LINES/
LIGNES A AMENAGEMENT PLANIFIE POUR LA GRANDE VITESSE
KONVENTIONELLE STRECKEN/CONVENTIONAL LINES/
LIGNES CONVENTIONNELLES
GEPLANTE KONVENTIONELLE STRECKEN/PLANNED CONVENTIONAL
LINES/LIGNES CONVENTIONNELLES PLANIFIEES
VERBINDUNGEN MIT DRITTLÄNDERN/NUR HINWEISEND
THIRD COUNTRY CONNECTIONS/PURELY INDICATIVE
CONNEXIONS AVEC LES PAYS TIERS/PURELY INDICATIVE
ÖSTERREICH
MASSSTAB/SCALE/ECHELLE 1:2 250 000
07/96
0
50
100
150 km
BREGENZ
FELDKIRCH
BUCHS
CHUR
INNSBRUCK
WÖRGL
BRENNER
SALZBURG
PASSAU
WELS
LINZ
ATTNANG-PUCHHEIM
SELZTHAL
BISCHOFSHOFEN
GMUND NÖ
ST. PÖLTEN
WIEN
BRATISLAVA
BRECLAV
EISENSTADT
HEGYESHALOM
BRUCK A. D. MUR
GRAZ
VILLACH
KLAGENFURT
SPIELFELD-STRASS

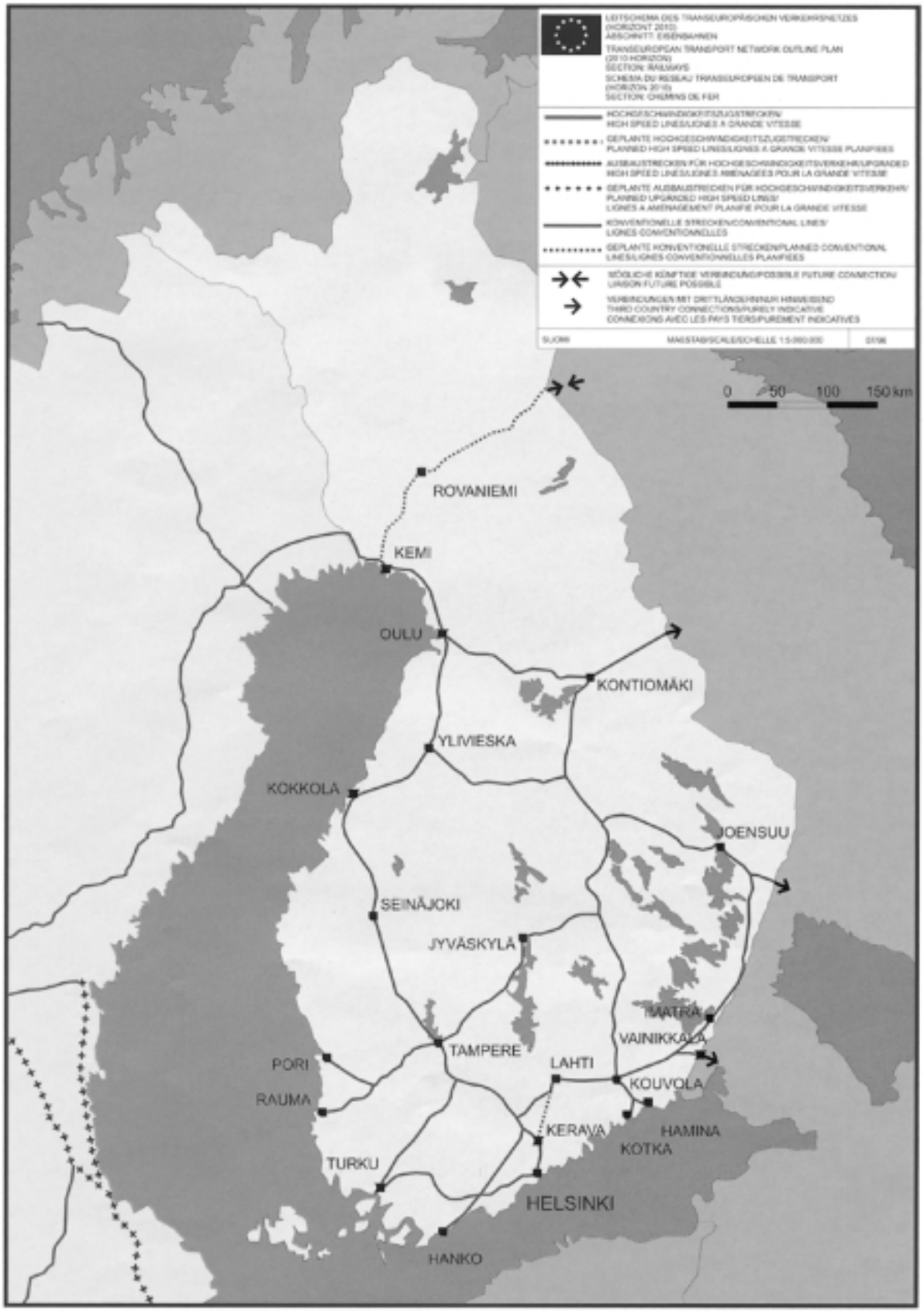
▼B

**3.12**


LEITSCHEMA DES TRANSEUROPÄISCHEN VERKEHRSNETZES (HORIZONT 2010) ABSCHNITT EISENBAHNEN
TRANSEUROPEAN TRANSPORT NETWORK OUTLINE PLAN (2010 HORIZON) SECTION: RAILWAYS
SCHEMA DU RESEAU TRANSEUROPEEN DE TRANSPORT (HORIZON 2010) SECTION: CHEMINS DE FER
HOCHGESCHWINDIGKEITSZUGSTRECKEN/HIGH SPEED LINES/ LIGNES A GRANDE VITESSE
GEPLANTE HOCHGESCHWINDIGKEITSZUGSTRECKEN/ PLANNED HIGH SPEED LINES/LIGNES A GRANDE VITESSE PLANIFIEES
AUSBAUSTRECKEN FÜR HOCHGESCHWINDIGKEITSVERKEHR/UPGRADED HIGH SPEED LINES/LIGNES AMENAGEES POUR LA GRANDE VITESSE
GEPLANTE AUSBAUSTRECKEN FÜR/PLANNED HOCHGESCHWINDIGKEITSVERKEHR UPGRADED HIGH SPEED LINES/ LIGNES A AMENAGEMENT PLANIFIE POUR LA GRANDE VITESSE
KONVENTIONELLE STRECKEN/CONVENTIONAL LINES/ LIGNES CONVENTIONNELLES
GEPLANTE KONVENTIONELLE STRECKEN/PLANNED CONVENTIONAL LINES/LIGNES CONVENTIONNELLES PLANIFIEES
MÖGLICHE KÜNFTIGE VERBINDUNG/POSSIBLE FUTURE CONNECTION / LIAISON FUTURE POSSIBLE
PORTUGAL
MASSTAB/SCALE/ECHELLE 1:2.500.000
07/96
BRAGA
LEIXOES
PORTO
AVEIRO
GUARDA
PAMPILHOSA
VILAR FORMOSO
FIGUEIRA DA FOZ
COIMBRA
ENTRONCAMENTO
ABRANTES
SETIL
MARVAO B.
LISBOA
SETUBAL
SINES
V. R. DE SANTO
ANTONIO
FARO
0
50
100
150 km

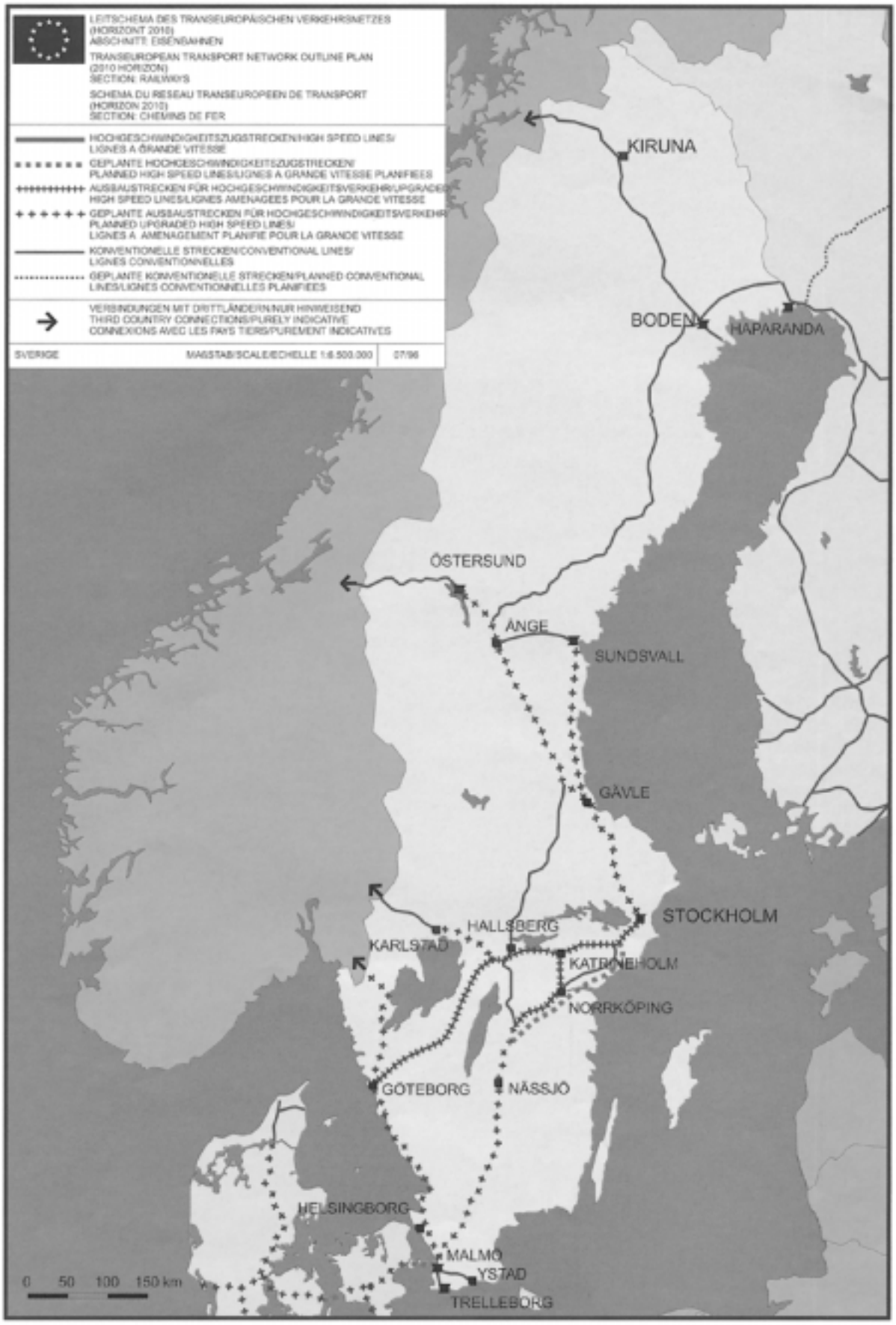
▼B

**3.13**


0 50 100 150 km
ROVANIEMI
KEMI
OULU
KONTIOMÄKI
YLIVIESKA
KOKKOLA
JOENSUU
SEINÄJOKI
JYVÄSKYLÄ
IMATRA
VAINIKKALA
TAMPERE
LAHTI
PORI
KOUVOLA
RAUMA
KERAVA
HAMINA
KOTKA
TURKU
HELSINKI
HANKO

▼B

**3.14**


LEITSCHEMA DES TRANSEUROPÄISCHEN VERKEHRSNETZES
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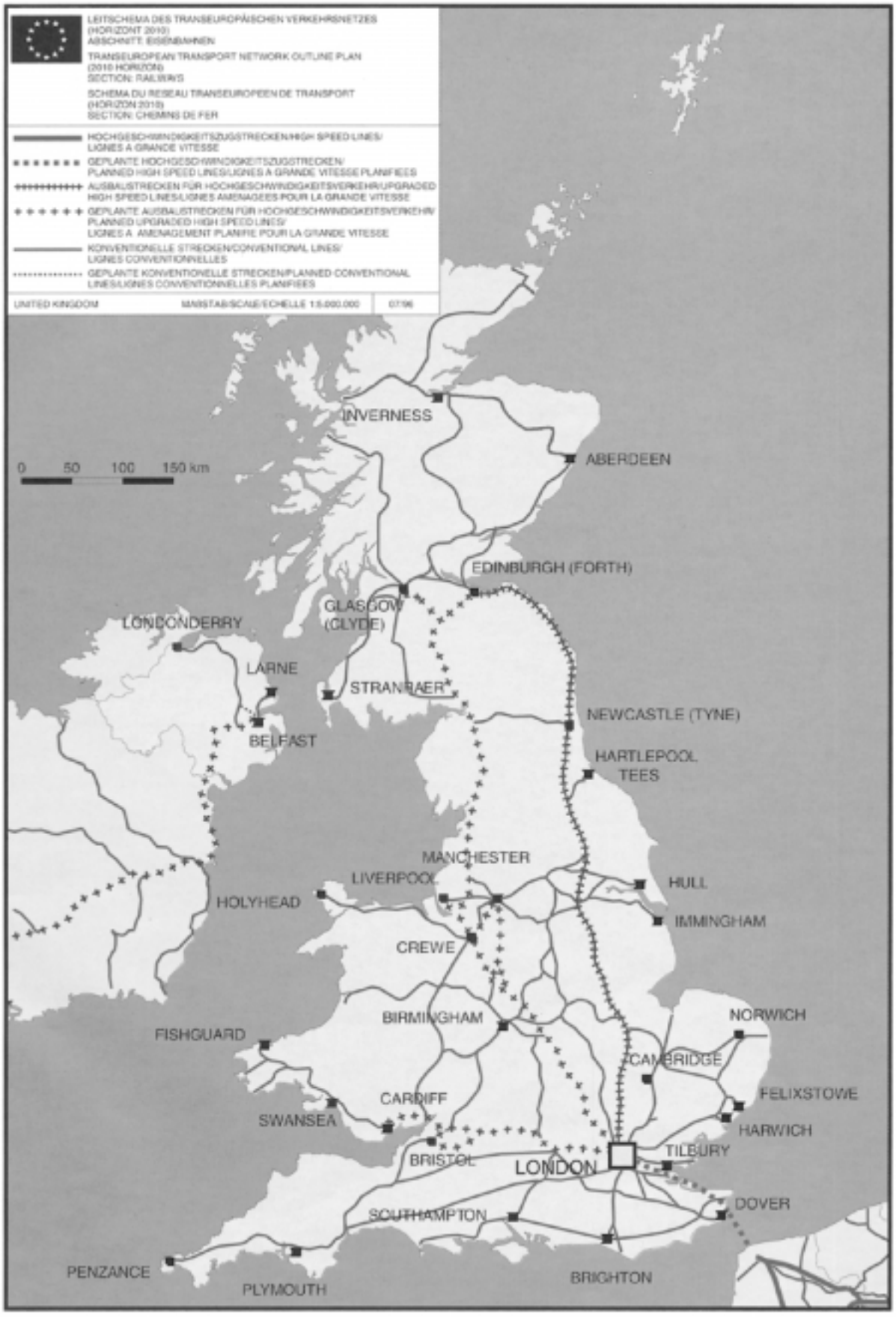
LIGNES A GRANDE VITESSE
GEPLANTE HOCHGESCHWINDIGKEITSZUGSTRECKEN/
PLANNED HIGH SPEED LINES/LIGNES A GRANDE VITESSE PLANIFIEES
AUSBAUSTRECKEN FÜR HOCHGESCHWINDIGKEITSVERKEHR/UPGRADED
HIGH SPEED LINES/LIGNES AMENAGEES POUR LA GRANDE VITESSE
GEPLANTE AUSBAUSTRECKEN FÜR HOCHGESCHWINDIGKEITSVERKEHR
PLANNED UPGRADED HIGH SPEED LINES/
LIGNES A AMENAGEMENT PLANIFIE POUR LA GRANDE VITESSE
KONVENTIONELLE STRECKEN/CONVENTIONAL LINES/
LIGNES CONVENTIONNELLES
GEPLANTE KONVENTIONELLE STRECKEN/PLANNED CONVENTIONAL
LINES/LIGNES CONVENTIONNELLES PLANIFIEES
VERBINDUNGEN MIT DRITTLÄNDERN/NUR HINWEISEND
THIRD COUNTRY CONNECTIONS/PURELY INDICATIVE
CONNEXIONS AVEC LES PAYS TIERS/PUREMENT INDICATIVES
SVERIGE
MAßSTAB/SCALE/ECHELLE 1:6.500.000
07/96
KIRUNA
BODEN
HAPARANDA
ÖSTERSUND
ÄNGE
SUNDSVALL
GÄVLE
STOCKHOLM
HALLSBERG
KARLSTAD
KATRINEHOLM
NORRKÖPING
GÖTEBORG
NÄSSJÖ
HELSINGBORG
MALMÖ
YSTAD
TRELLEBORG
0 50 100 150 km

▼C1

**3.15**


LEITSCHEMA DES TRANSEUROPÄISCHEN VERKEHRSNETZES
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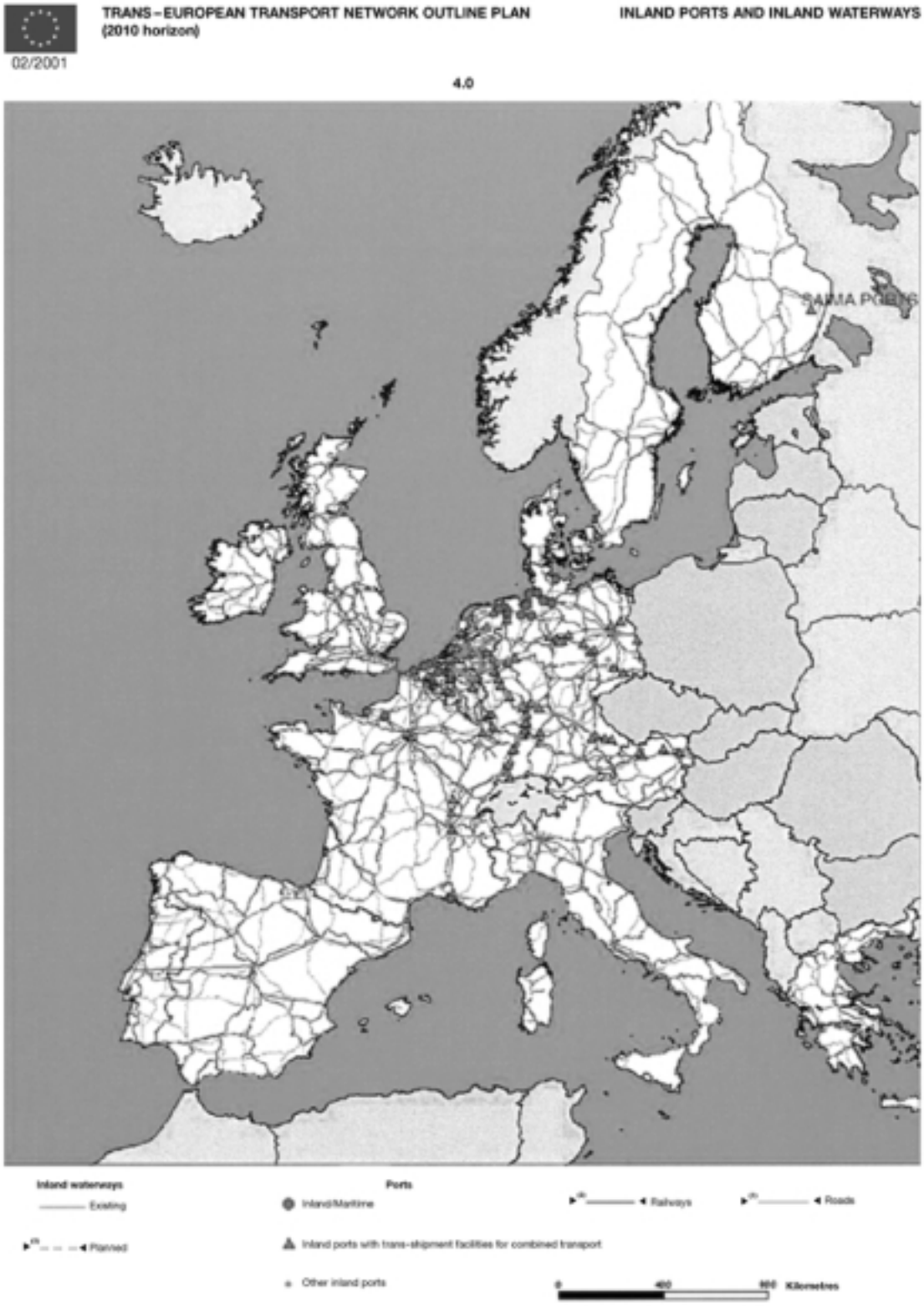
SCHEMA DU RESEAU TRANSEUROPEEN DE TRANSPORT
(HORIZON 2010)
SECTION: CHEMINS DE FER
HOCHGESCHWINDIGKEITSZUGSTRECKEN/HIGH SPEED LINES/
LIGNES A GRANDE VITESSE
GEPLANTE HOCHGESCHWINDIGKEITSZUGSTRECKEN/
PLANNED HIGH SPEED LINES/LIGNES A GRANDE VITESSE PLANIFIEES
AUSBAUSTRECKEN FÜR HOCHGESCHWINDIGKEITSVERKEHR/UPGRADED
HIGH SPEED LINES/LIGNES AMENAGEES POUR LA GRANDE VITESSE
GEPLANTE AUSBAUSTRECKEN FÜR HOCHGESCHWINDIGKEITSVERKEHR/
PLANNED UPGRADED HIGH SPEED LINES/
LIGNES A AMENAGEMENT PLANIFIE POUR LA GRANDE VITESSE
KONVENTIONELLE STRECKEN/CONVENTIONAL LINES/
LIGNES CONVENTIONNELLES
GEPLANTE KONVENTIONELLE STRECKEN/PLANNED CONVENTIONAL
LINES/LIGNES CONVENTIONNELLES PLANIFIEES
UNITED KINGDOM
MAINSTAB/SCALE/ECHELLE 1:5.000.000
07/96
0 50 100 150 km
INVERNESS
ABERDEEN
EDINBURGH (FORTH)
GLASGOW (CLYDE)
LONDONDERRY
LARNE
STRANRAER
BELFAST
NEWCASTLE (TYNE)
HARTLEPOOL
TEES
MANCHESTER
LIVERPOOL
HULL
HOLYHEAD
IMMINGHAM
CREWE
BIRMINGHAM
NORWICH
FISHGUARD
CAMBRIDGE
CARDIFF
FELIXSTOWE
SWANSEA
HARWICH
TILBURY
BRISTOL
LONDON
DOVER
SOUTHAMPTON
PENZANCE
PLYMOUTH
BRIGHTON

▼M1

## SECTION 4

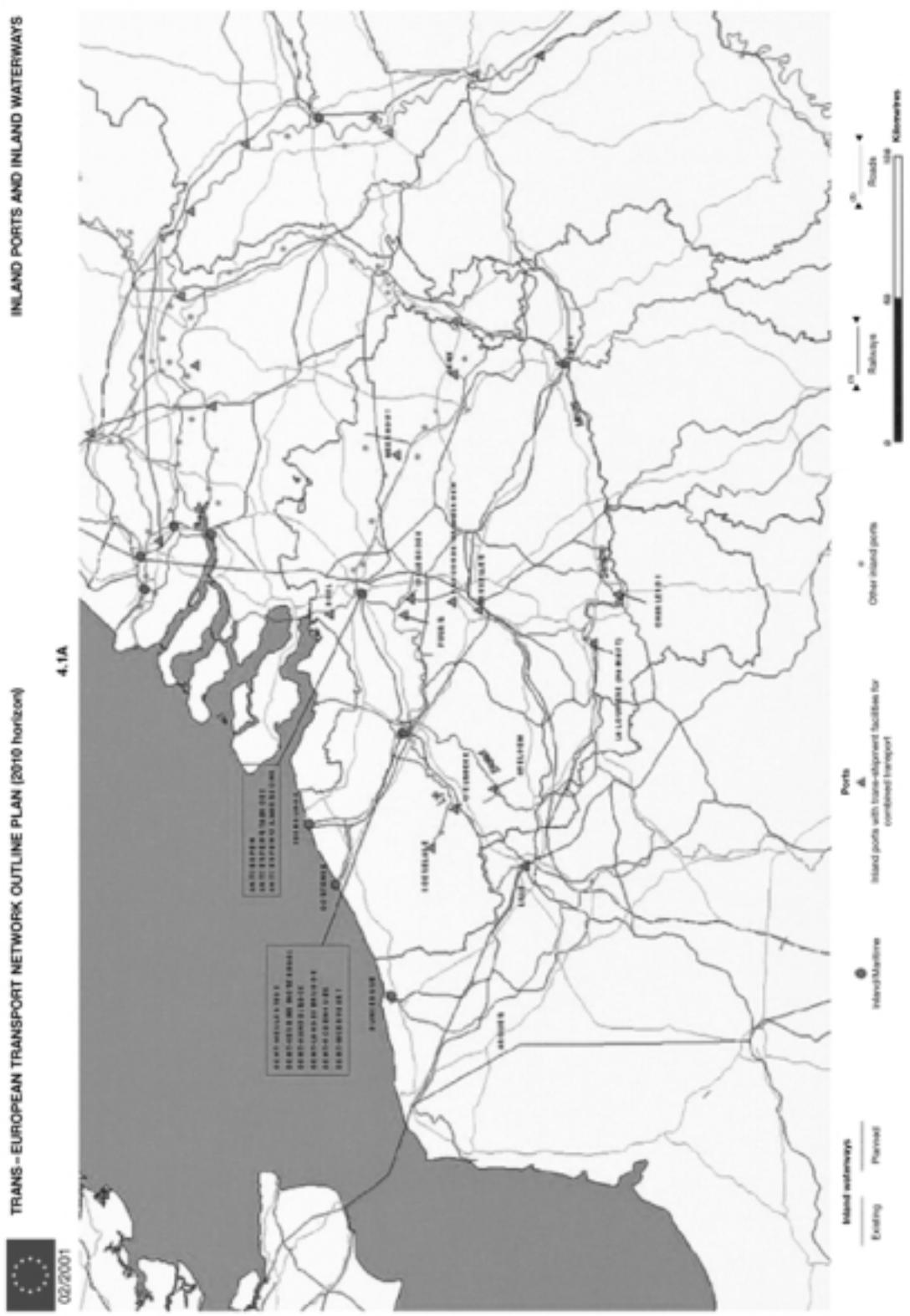
## INLAND WATERWAY NETWORK AND INLAND PORTS

▼M1


TRANS-EUROPEAN TRANSPORT NETWORK OUTLINE PLAN
(2010 horizon)
INLAND PORTS AND INLAND WATERWAYS
02/2001
4.0
Inland waterways
Existing
Planned
Ports
Inland/Maritime
Inland ports with trans-shipment facilities for combined transport
Other inland ports
Railways
Roads
0
400
800
Kilometres

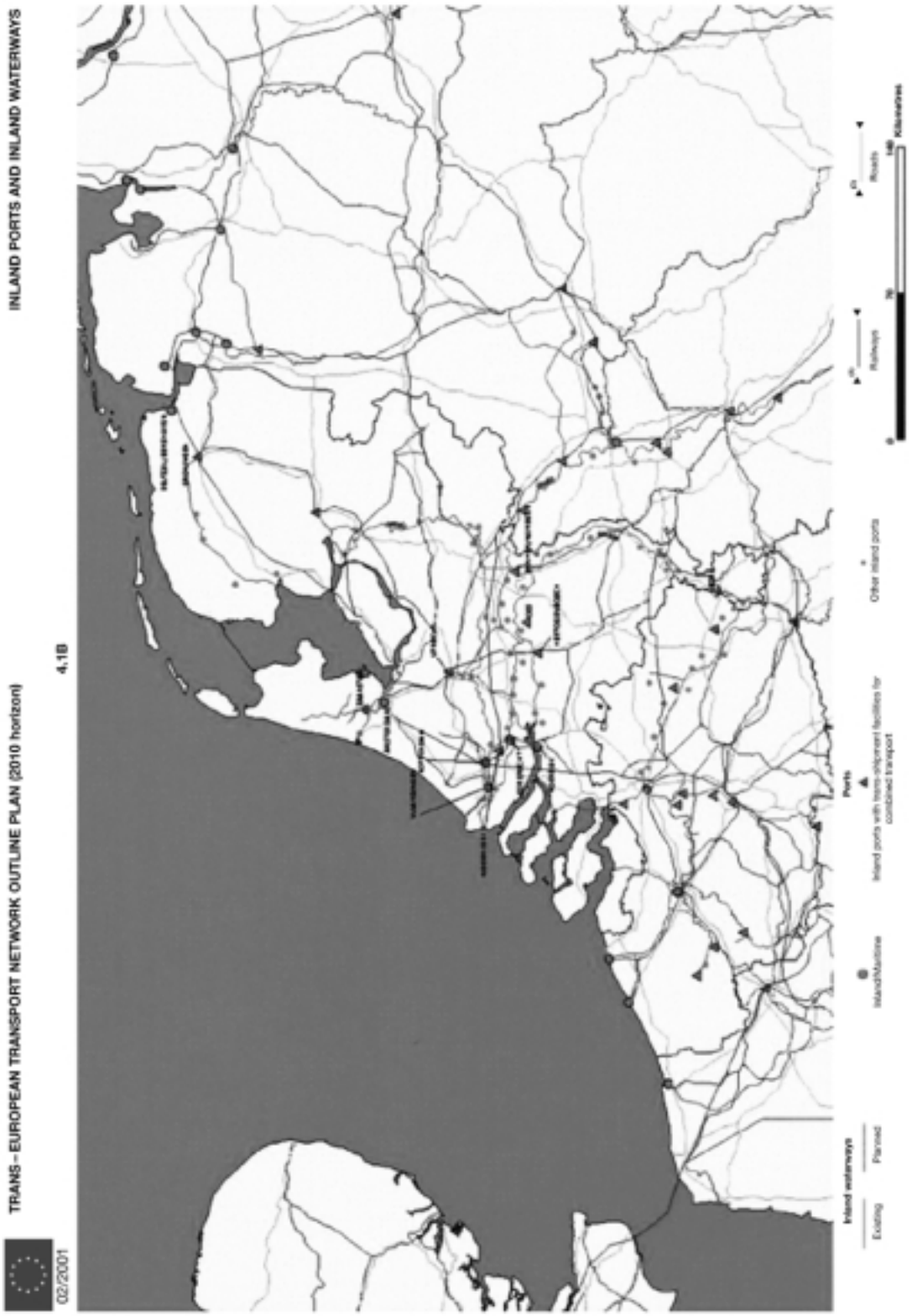
▼(1) (2) (3) C2

▼M1


TRANS - EUROPEAN TRANSPORT NETWORK OUTLINE PLAN (2010 horizon)
INLAND PORTS AND INLAND WATERWAYS
4.1A
02/2001
Inland waterways
Existing
Planned
Island/Maritime
Ports
Inland ports with trans-shipment facilities for combined transport
Other inland ports
Railways
Roads
Kilometres

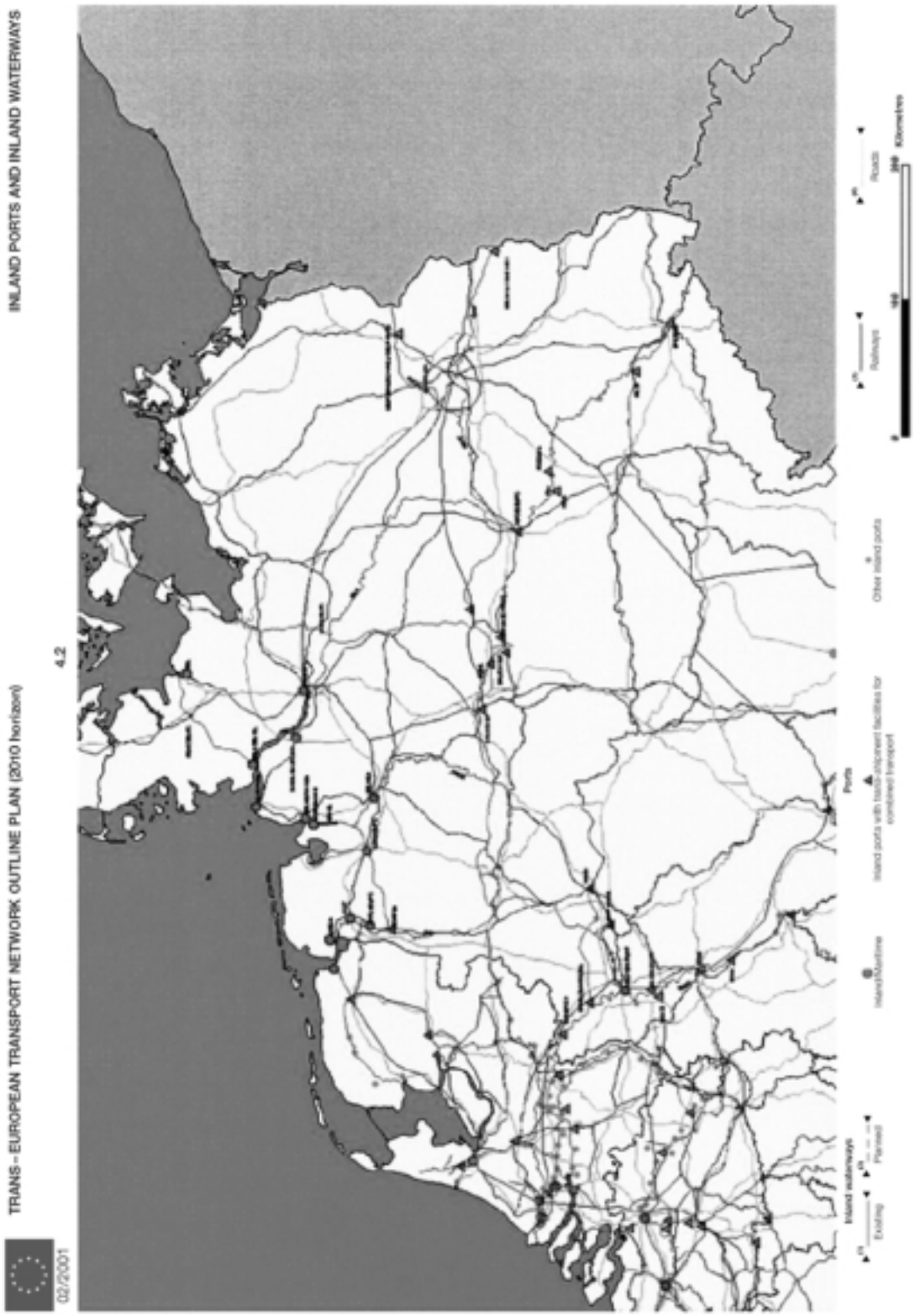
►(1) (2) C2

▼**M1**


TRANS – EUROPEAN TRANSPORT NETWORK OUTLINE PLAN (2010 horizon)
INLAND PORTS AND INLAND WATERWAYS
4.1B
02/2001
Inland waterways
Existing
Planned
Island/Maritime
Ports
Inland ports with transshipment facilities for combined transport
Other inland ports
Railways
Roads
Kilometres

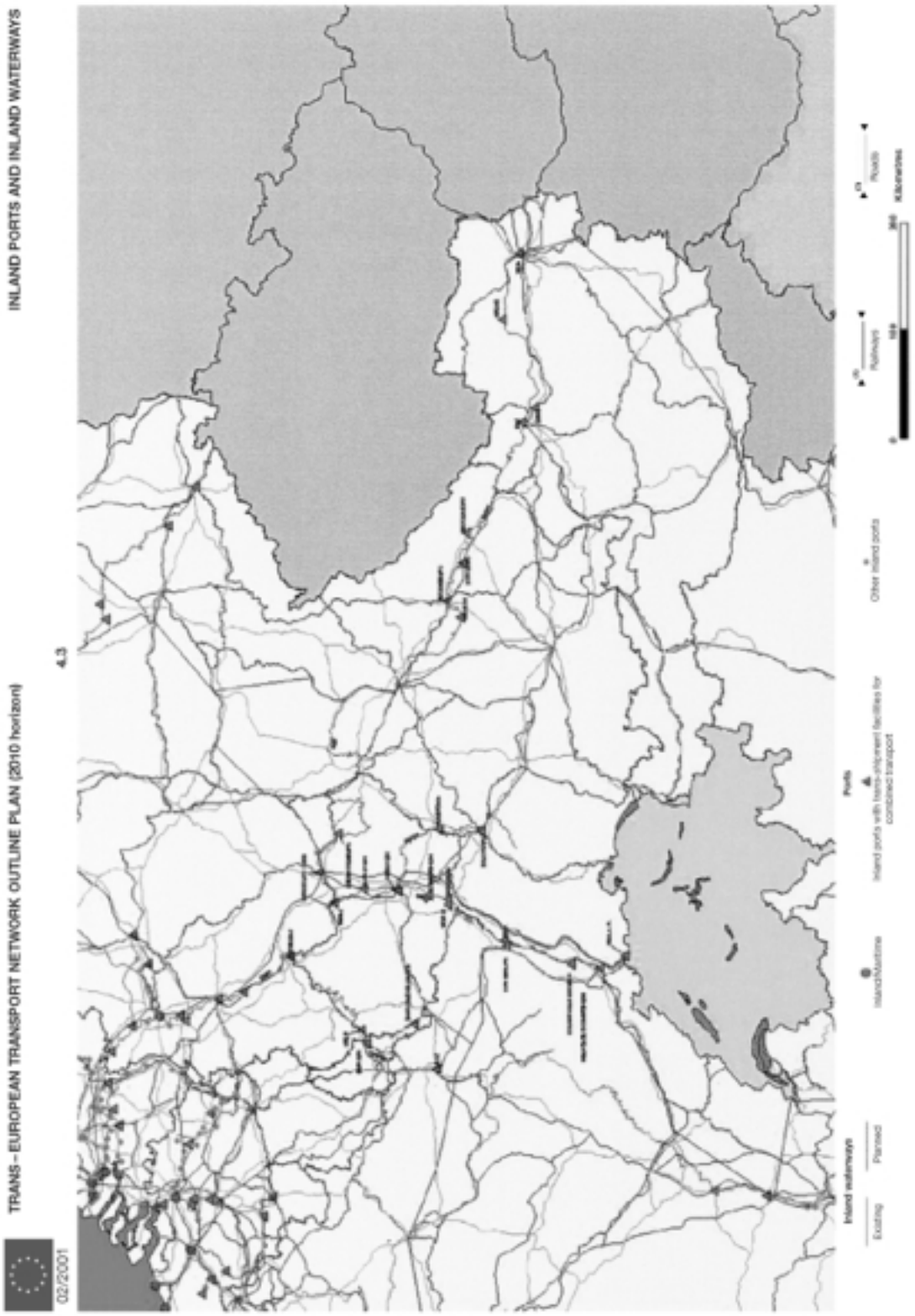
►(1) (2) **C2**

▼**M1**


TRANS - EUROPEAN TRANSPORT NETWORK OUTLINE PLAN (2010 horizon)
INLAND PORTS AND INLAND WATERWAYS
4.2
02/2001
Existing
Planned
Inland waterways
Roads
Railways
Kilometres
Other inland ports
Ports

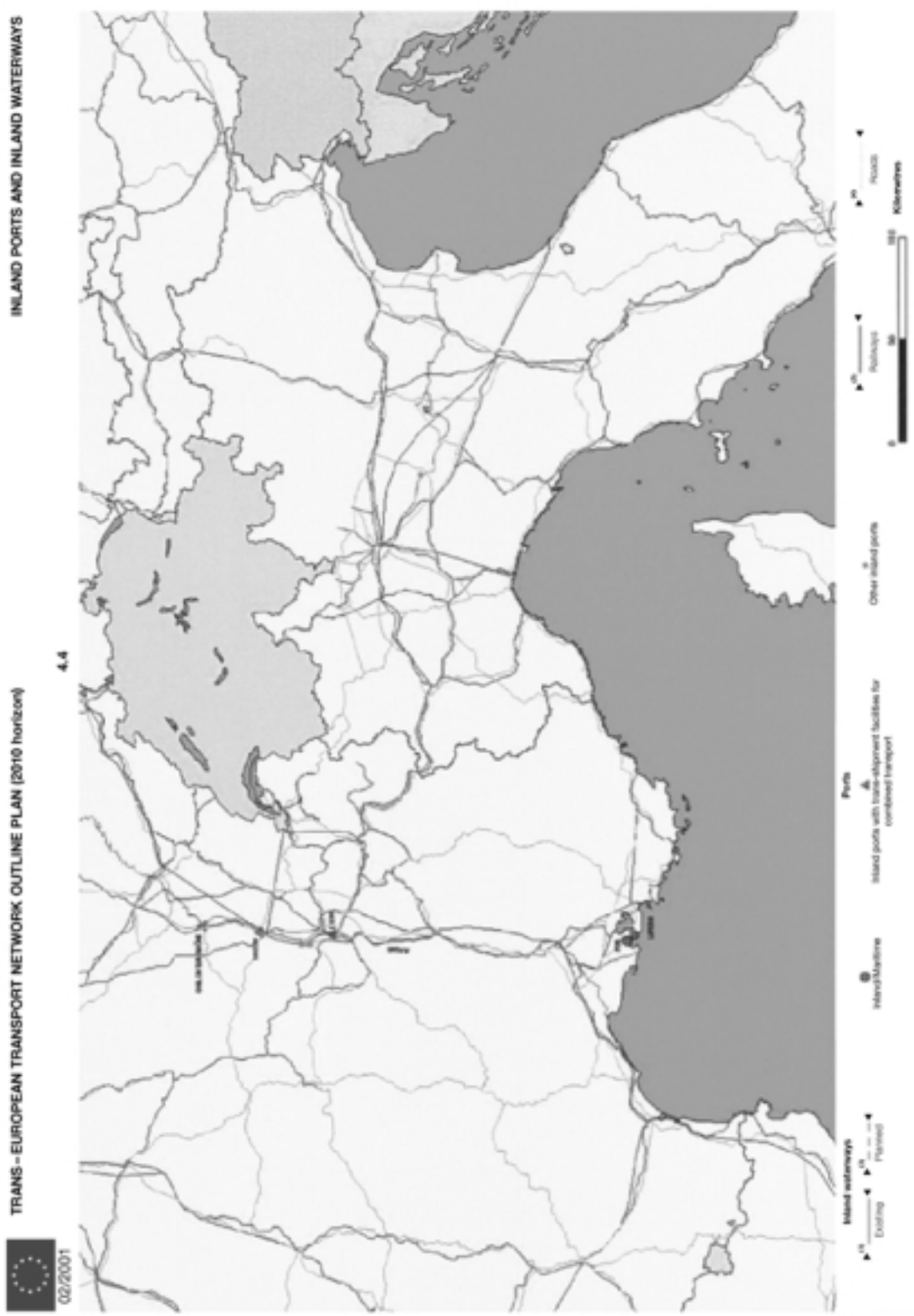
▶(1) (2) (3) (4) **C2**

▼M1


TRANS – EUROPEAN TRANSPORT NETWORK OUTLINE PLAN (2010 horizon)
INLAND PORTS AND INLAND WATERWAYS
4.3
02/2001
Inland waterways
Existing
Planned
Inland/Maritime
Ports
Inland ports with trans-shipment facilities for combined transport
Other inland ports
Railways
Roads
Kilometres

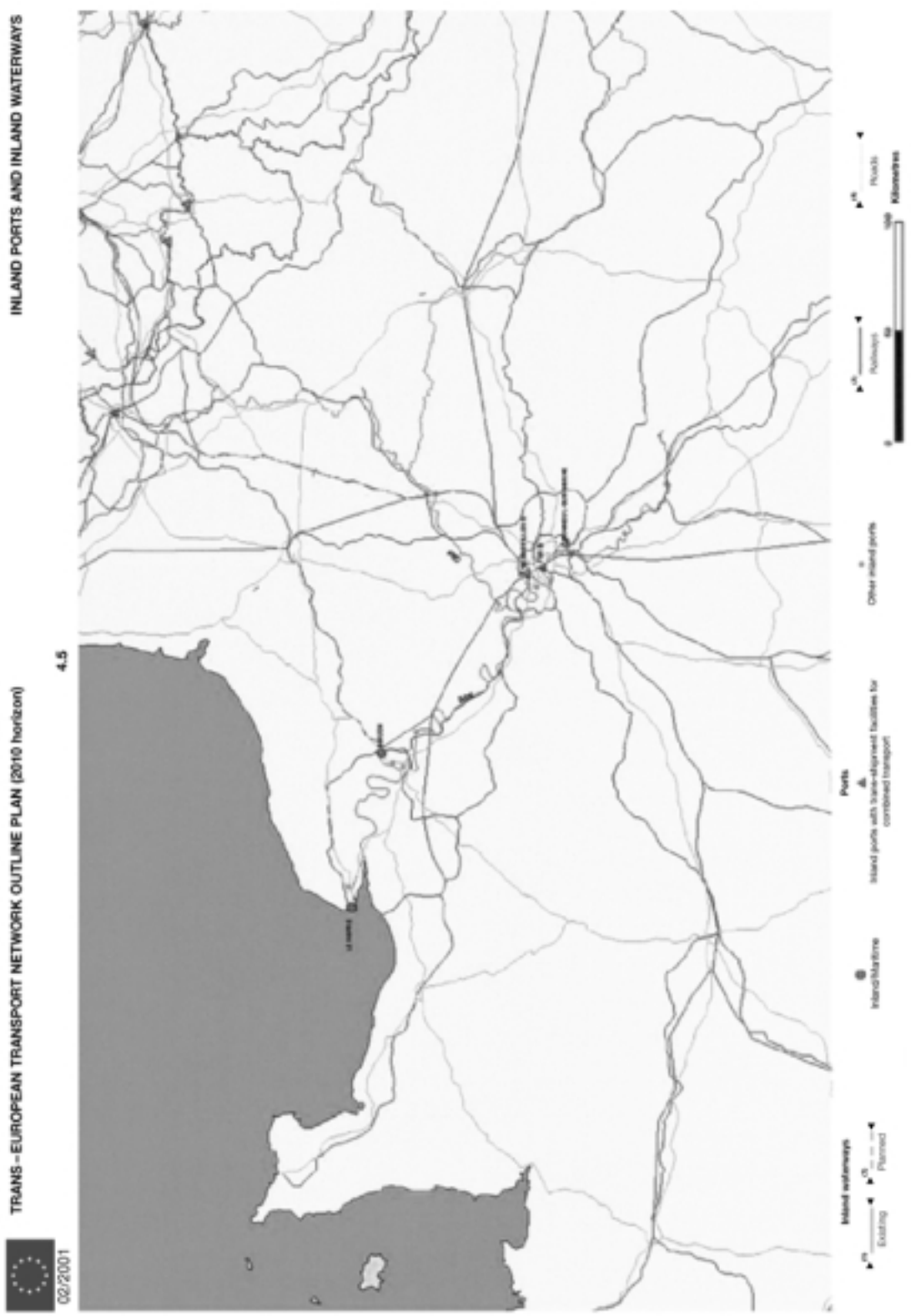
►(1) (2) C2

▼**M1**


TRANS - EUROPEAN TRANSPORT NETWORK OUTLINE PLAN (2010 horizon)
4.4
INLAND PORTS AND INLAND WATERWAYS
02/2001
Inland waterways
Existing
Planned
Ports
Inland/Maritime
Inland ports with transshipment facilities for combined transport
Other inland ports
Railways
Roads
Kilometres

▼(1) (2) (3) (4) **C2**

▼**M1**


TRANS - EUROPEAN TRANSPORT NETWORK OUTLINE PLAN (2010 horizon)
INLAND PORTS AND INLAND WATERWAYS
4.5
02/2001
Inland waterways
Existing
Planned
Inland/Maritime
Ports
Inland ports with trans-shipment facilities for combined transport
Other inland ports
Rivers
Railways
Kilometres

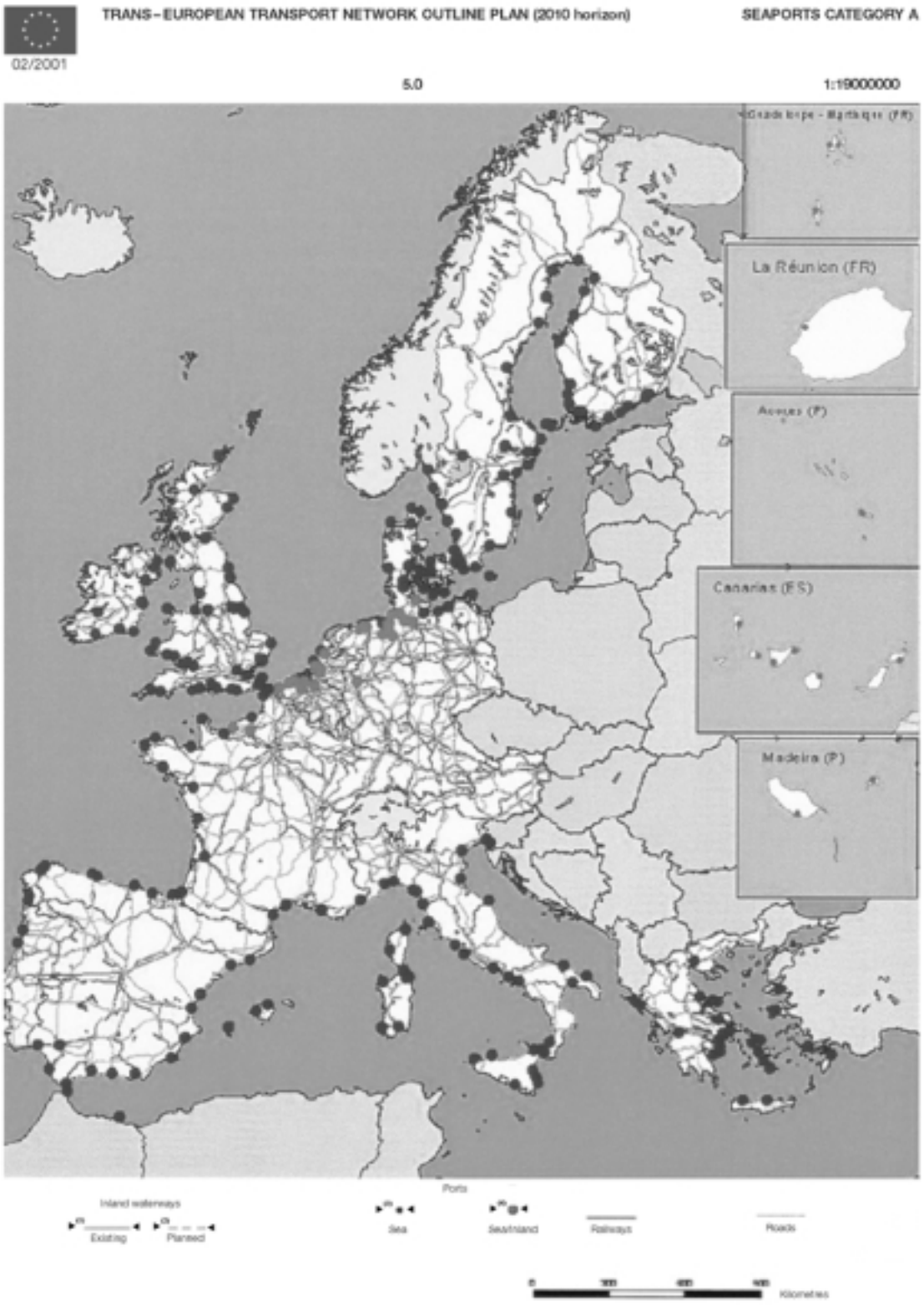
▼(1) (2) (3) (4) **C2**

▼M1

## SECTION 5

## SEAPORTS — CATEGORY A

▼**M1**


TRANS-EUROPEAN TRANSPORT NETWORK OUTLINE PLAN (2010 horizon)
SEAPORTS CATEGORY A
02/2001
5.0
1:19000000
La Réunion (FR)
Canarias (ES)
Madeira (P)
Ports
Inland waterways
Existing
Planned
Sea
Sea/inland
Railways
Roads
Kilometres

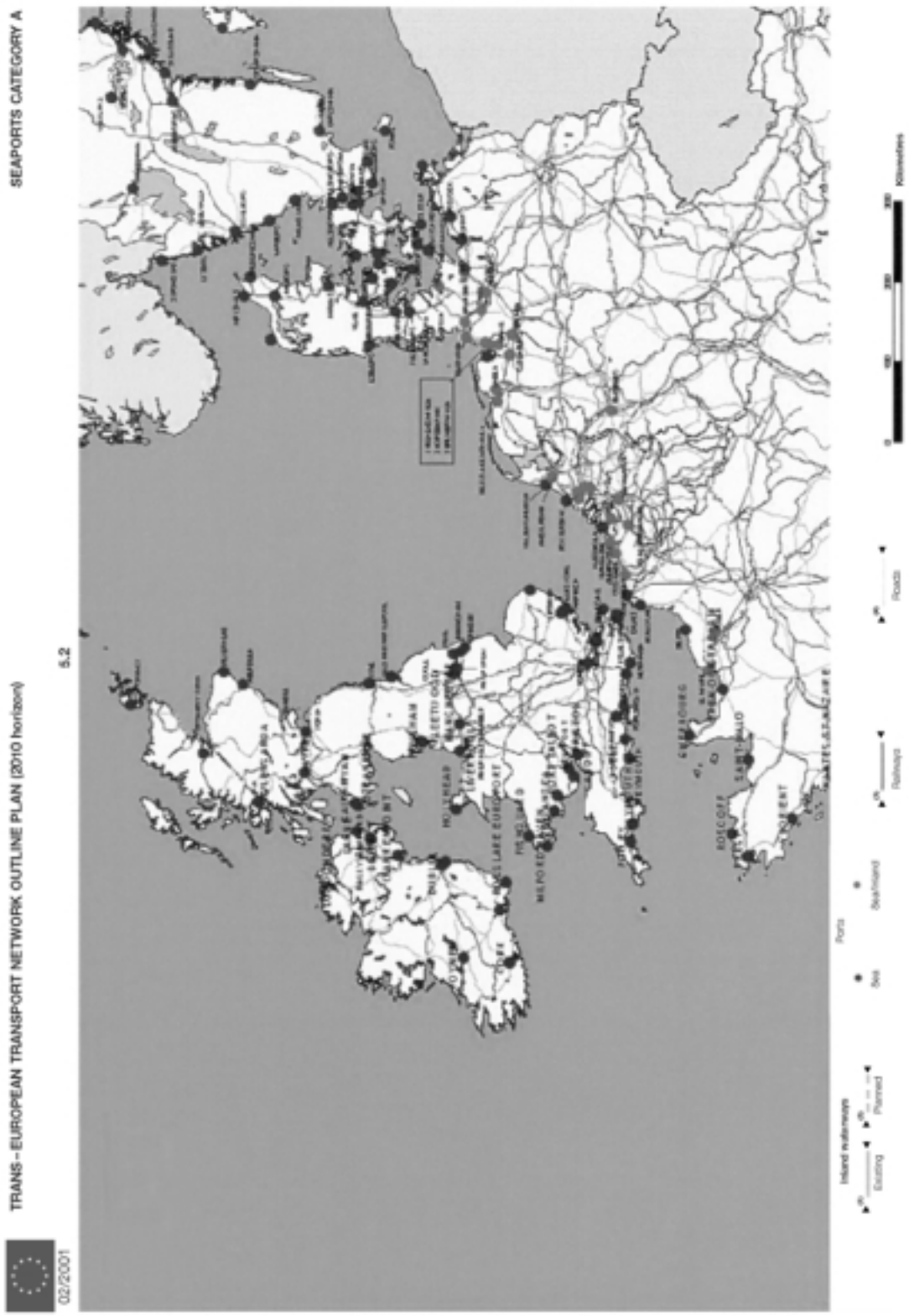
▶(1) (2) (3) (4) **C2**

▼**M1**


TRANS-EUROPEAN TRANSPORT NETWORK OUTLINE PLAN (2010 horizon)
SEAPORTS CATEGORY A
02/2001
5.1
OULU
KOKKOLA
VAASA
RAUMA
HANKO
KAPELLSKÄR
KYNÄSHAMN
VISBY
HALMSTAD
KARLSKRONA
RONNE
Ports
Inland waterways
Existing
Planned
Sea
Sea/inland
Railways
Roads
Kilometres

▼**C2**

▼**M1**


TRANS-EUROPEAN TRANSPORT NETWORK OUTLINE PLAN (2010 horizon)
SEAPORTS CATEGORY A
5.2
02/2001
Inland waterways
Existing
Planned
Ports
Sea
Seaboard
Railways
Roads
Kilometres

▼(1) (2) (3) (4) **C2**

▼**M1**

TRANS – EUROPEAN TRANSPORT NETWORK OUTLINE PLAN
(2010 horizon)

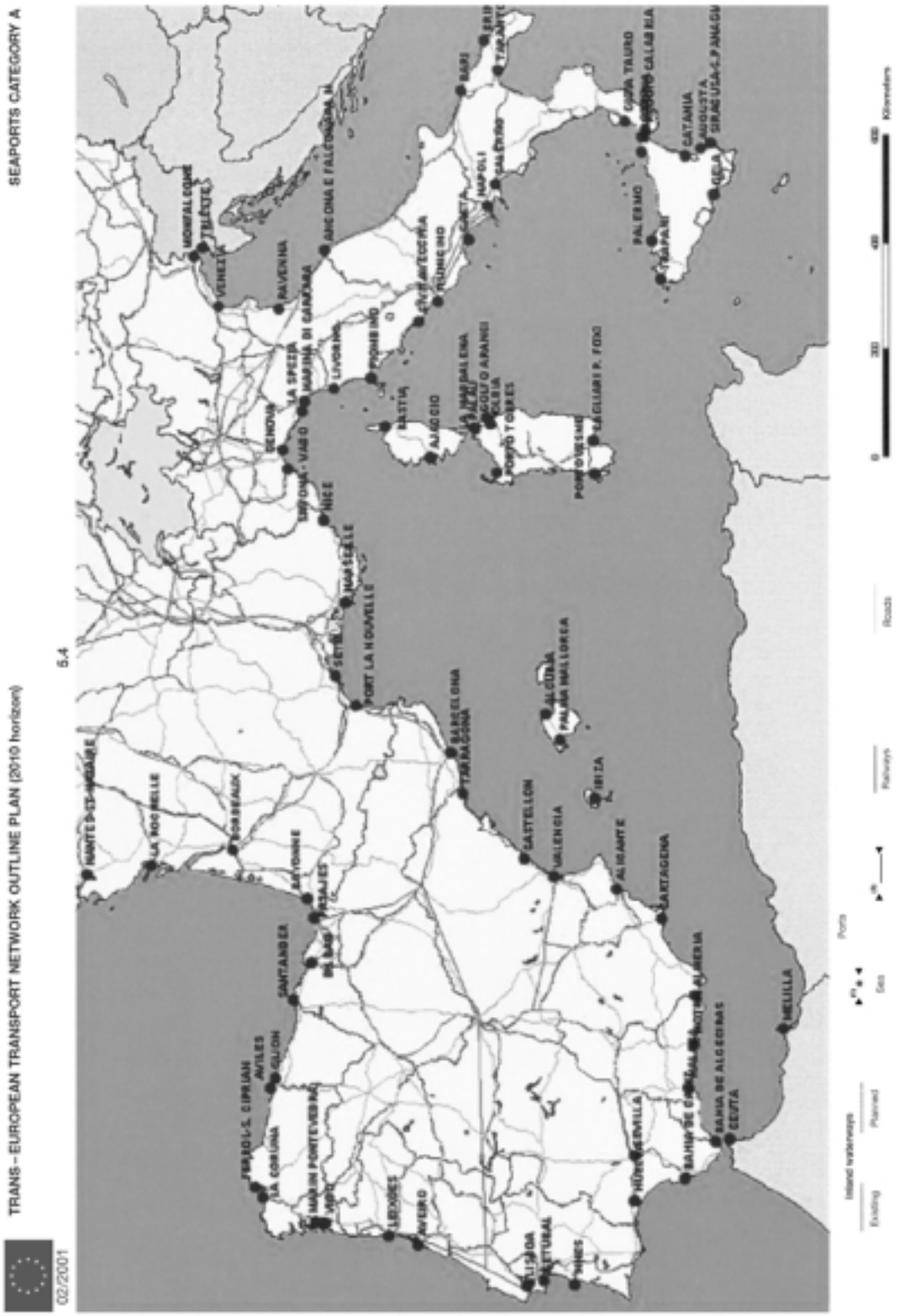
SEAPORTS CATEGORY A

02/2001

5.3

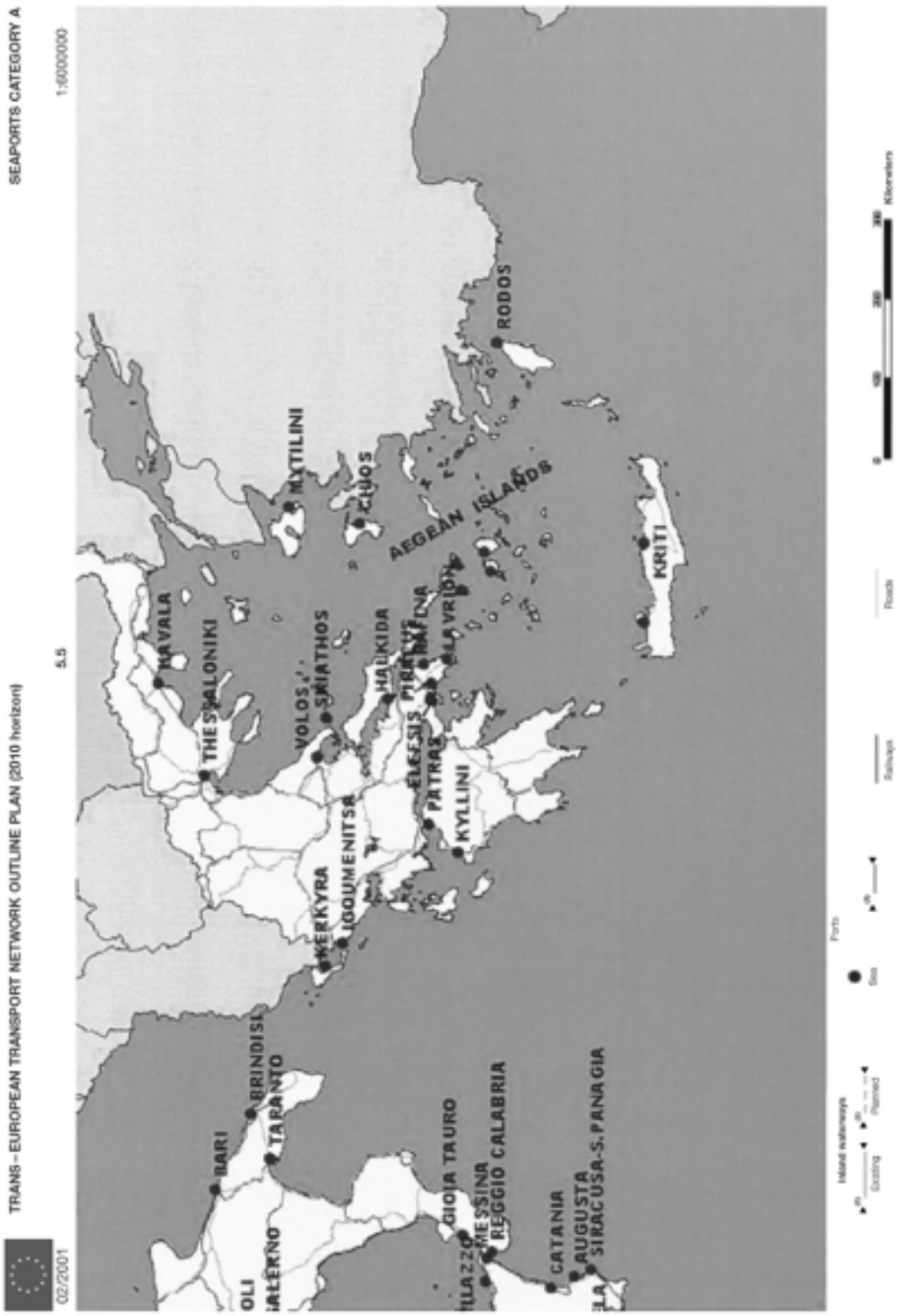

▼(1) (2) (3) (4) **C2**

▼**M1**


TRANS – EUROPEAN TRANSPORT NETWORK OUTLINE PLAN (2010 horizon)
SEAPORTS CATEGORY A
5.4
02/2001
Inland waterways
Existing
Planned
Sea
Ports
Railways
Roads
Kilometers

▼(1) (2) **C2**

▼**M1**


TRANS – EUROPEAN TRANSPORT NETWORK OUTLINE PLAN (2010 horizon)
SEAPORTS CATEGORY A
02/2001
1:6000000
5.5
KAVALA
THESSALONIKI
VOLOS
SKIATHOS
HALKIDA
IGOUMENITSA
PATRAS
KYLLINI
BARI
BRINDISI
TARANTO
GIOIA TAURO
MESSINA
REGGIO CALABRIA
CATANIA
AUGUSTA
SIRACUSA-S. PANAGIA
MYTILINI
CHIOS
AEGEAN ISLANDS
RODOS
KRITI
Inland waterways
Existing
Planned
Sea
Railways
Roads
Kilometers

▼**C2**

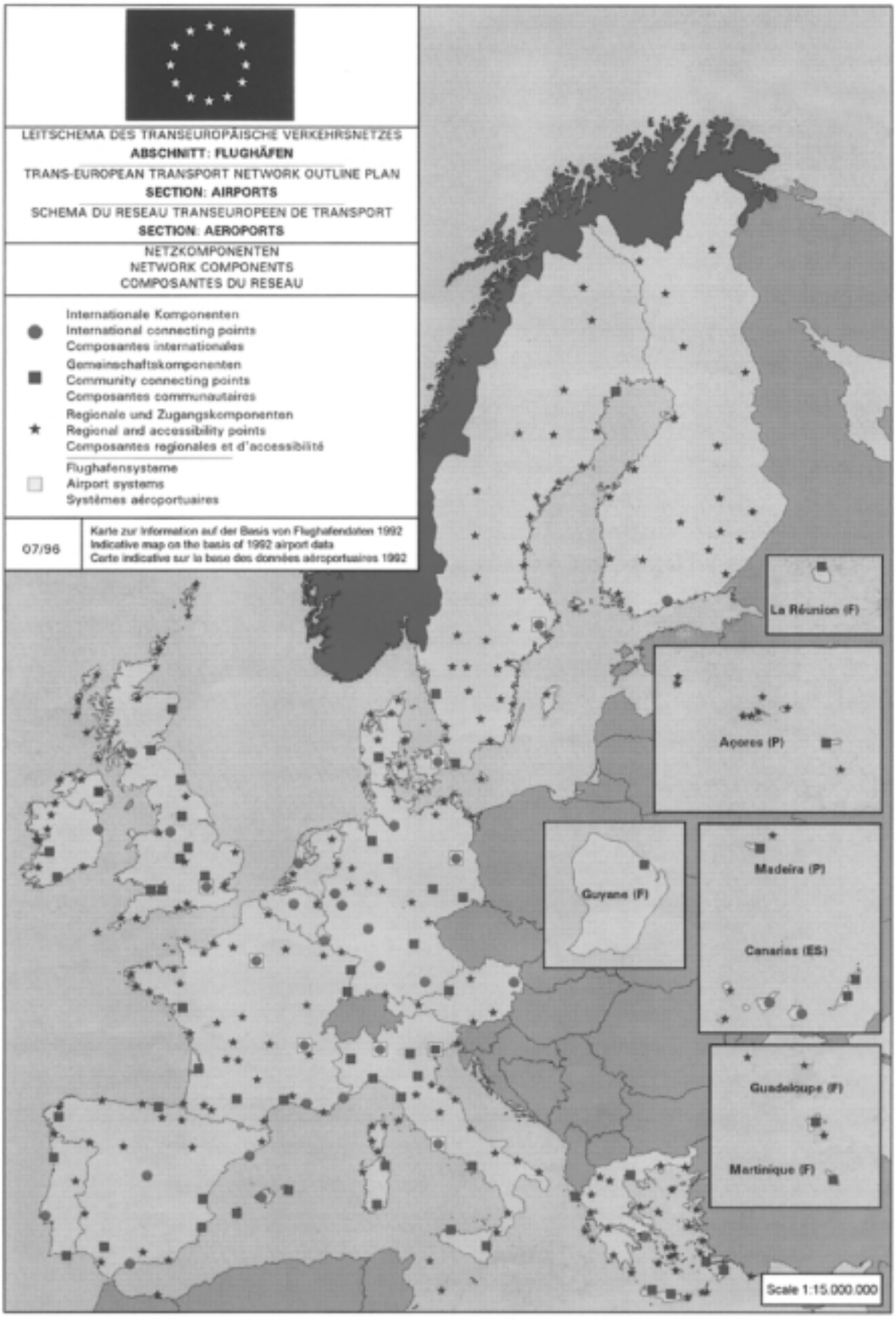
▼B

**SECTION 6**

**AIRPORTS**

▼B

**6.0**


LEITSCHEMA DES TRANSEUROPÄISCHE VERKEHRSNETZES
ABSCHNITT: FLUGHÄFEN
TRANS-EUROPEAN TRANSPORT NETWORK OUTLINE PLAN
SECTION: AIRPORTS
SCHEMA DU RESEAU TRANSEUROPEEN DE TRANSPORT
SECTION: AEROPORTS
NETZKOMPONENTEN
NETWORK COMPONENTS
COMPOSANTES DU RESEAU
Internationale Komponenten
International connecting points
Composantes internationales
Gemeinschaftskomponenten
Community connecting points
Composantes communautaires
Regionale und Zugangskomponenten
Regional and accessibility points
Composantes regionales et d'accessibilité
Flughafensysteme
Airport systems
Systèmes aéroportuaires
07/96
Karte zur Information auf der Basis von Flughafendaten 1992
Indicative map on the basis of 1992 airport data
Carte indicative sur la base des données aéroportuaires 1992
La Réunion (F)
Açores (P)
Guyane (F)
Madeira (P)
Canarias (ES)
Guadeloupe (F)
Martinique (F)
Scale 1:15.000.000

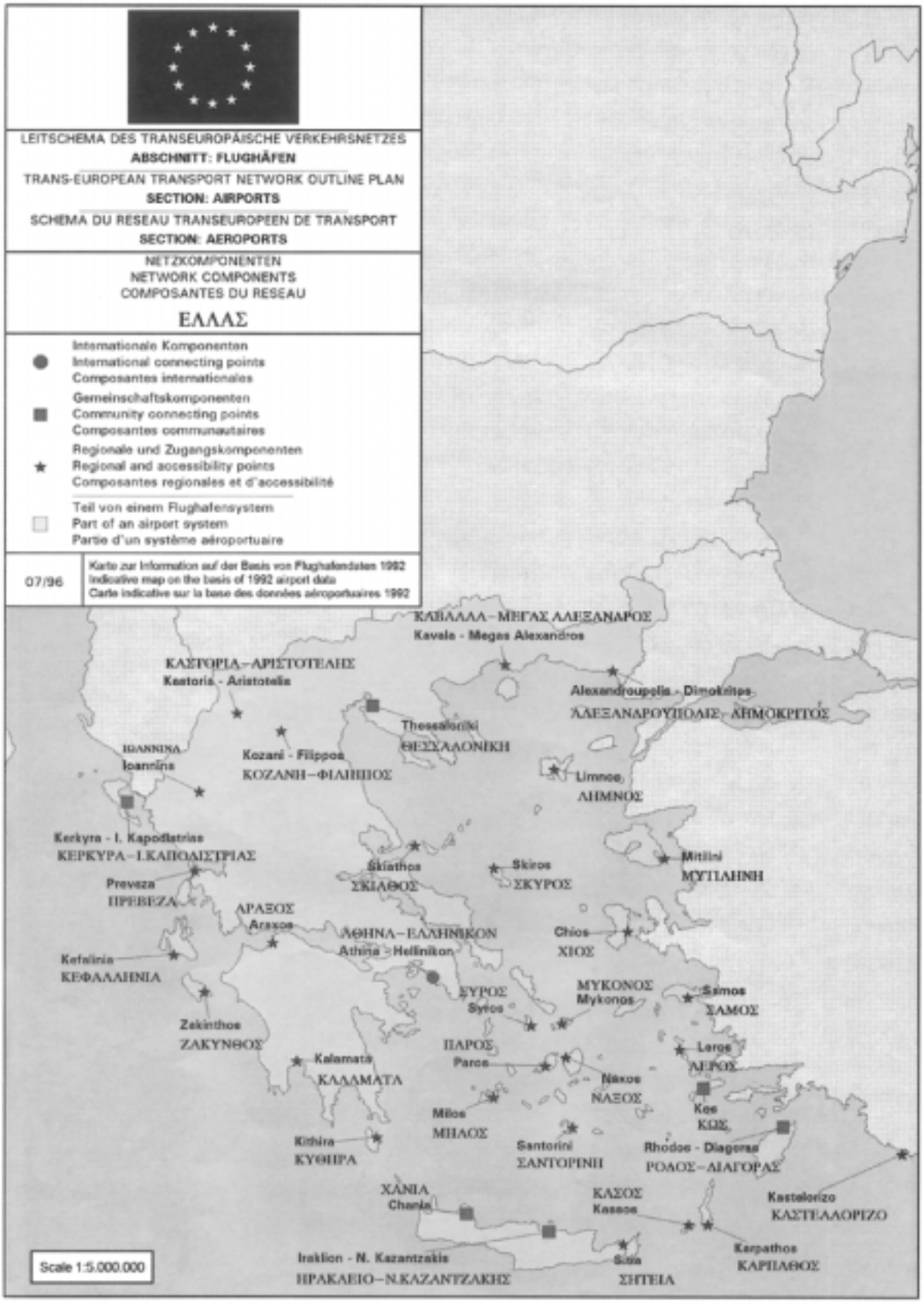
▼B

**6.1**


LEITSCHEMA DES TRANSEUROPÄISCHE VERKEHRSNETZES
ABSCHNITT: FLUGHÄFEN
TRANS-EUROPEAN TRANSPORT NETWORK OUTLINE PLAN
SECTION: AIRPORTS
SCHEMA DU RESEAU TRANSEUROPEEN DE TRANSPORT
SECTION: AEROPORTS
NETZKOMPONENTEN
NETWORK COMPONENTS
COMPOSANTES DU RESEAU
Danmark - Deutschland - België/Belgique
Nederland - Luxembourg - Österreich
Internationale Komponenten
International connecting points
Composantes internationales
Gemeinschaftskomponenten
Community connecting points
Composantes communautaires
Regionale und Zugangskomponenten
Regional and accessibility points
Composantes régionales et d'accessibilité
Teil von einem Flughafensystem
Part of an airport system
Partie d'un système aéroportuaire
07/1996
Karte zur Information auf der Basis von Flughafendaten 1992
Indicative map on the basis of 1992 airport data
Carte indicative sur la base des données aéroportuaires 1992
Thisted
Sindal
Aalborg
Karup
Aarhus - Tirstrup
København - Roskilde
Billund
Odense
København - Kastrup
Sønderborg
Bornholm, Rønne
Maribo
Westerland - Sylt
Kiel
Barth
Rostock - Laage
Hamburg
Heringsdorf
Emden
Bremen
Berlin - Tegel
Amsterdam Schiphol
Twente
Hannover
Berlin - Tempelhof
Rotterdam
Münster - Osnabrück
Berlin - Schönefeld
Dortmund
Paderborn - Lippstadt
Leipzig - Halle
Oostende
Maastricht
Düsseldorf
Kassel
Dresden
Erfurt
Köln - Bonn
Brussel/Bruxelles
Hof
Frankfurt
Luxembourg
Nürnberg
Saarbrücken
Stuttgart
München
Linz
Wien
Salzburg
Friedrichshafen
Innsbruck
Graz
Klagenfurt
Scale 1:6.000.000

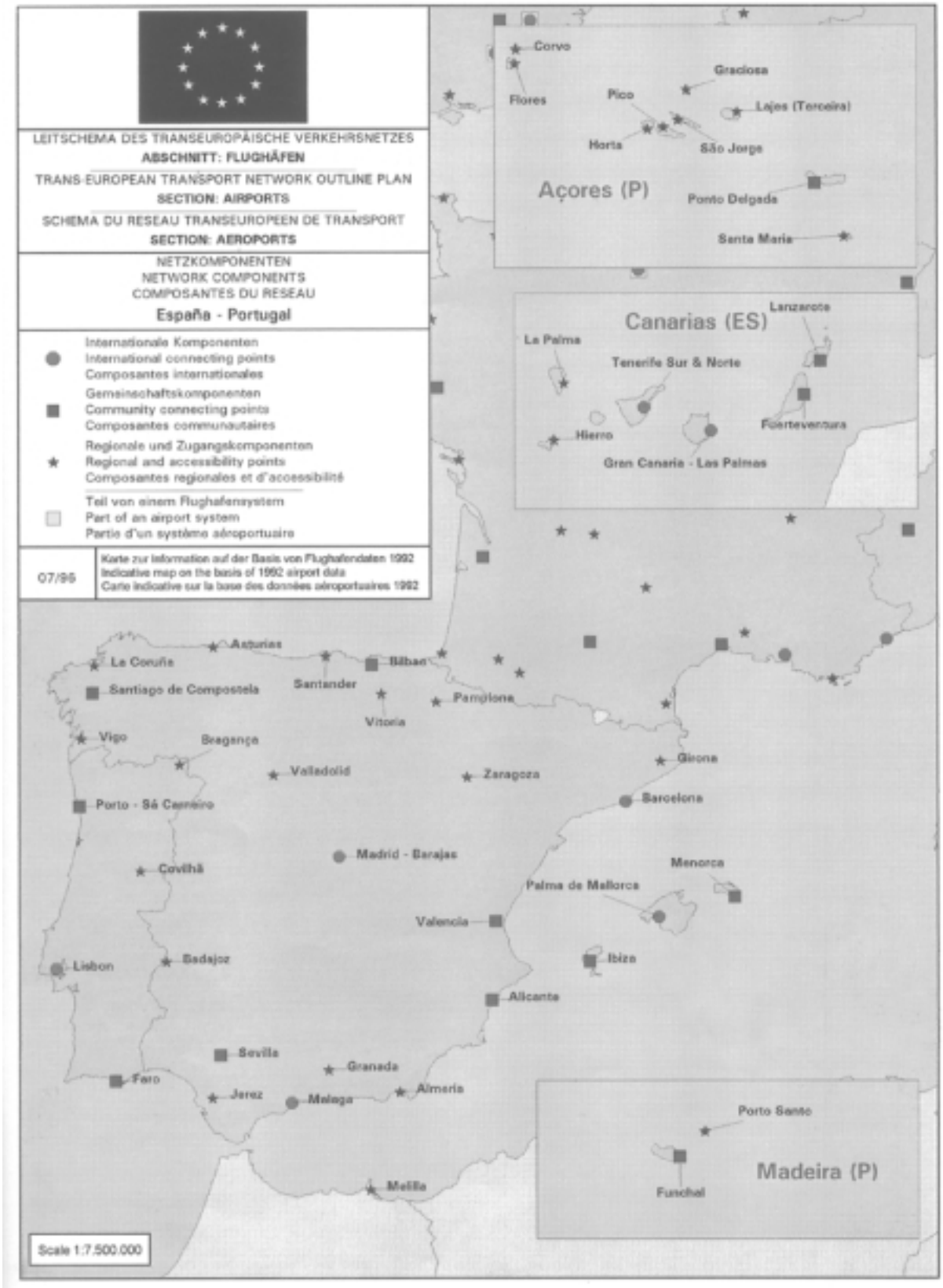
▼B

6.2


LEITSCHEMA DES TRANSEUROPÄISCHE VERKEHRSNETZES
ABSCHNITT: FLUGHÄFEN
TRANS-EUROPEAN TRANSPORT NETWORK OUTLINE PLAN
SECTION: AIRPORTS
SCHEMA DU RESEAU TRANSEUROPEEN DE TRANSPORT
SECTION: AEROPORTS
NETZKOMPONENTEN
NETWORK COMPONENTS
COMPOSANTES DU RESEAU
ΕΛΛΑΣ
Internationale Komponenten
International connecting points
Composantes internationales
Gemeinschaftskomponenten
Community connecting points
Composantes communautaires
Regionale und Zugangskomponenten
Regional and accessibility points
Composantes regionales et d'accessibilité
Teil von einem Flughafensystem
Part of an airport system
Partie d'un système aéroportuaire
07/96
Karte zur Information auf der Basis von Flughafendaten 1992
Indicative map on the basis of 1992 airport data
Carte indicative sur la base des données aéroportuaires 1992
Scale 1:5.000.000
ΚΑΒΑΛΑΑ – ΜΕΓΑΣ ΑΛΕΞΑΝΔΡΟΣ
Kavala - Megas Alexandros
ΚΑΣΤΟΡΙΑ – ΑΡΙΣΤΟΤΕΛΗΣ
Kastoria - Aristotelis
Alexandroupolis - Dimokritos
ΑΛΕΞΑΝΔΡΟΥΠΟΛΙΣ – ΔΗΜΟΚΡΙΤΟΣ
Thessaloniki
ΘΕΣΣΑΛΟΝΙΚΗ
ΙΩΑΝΝΙΝΑ
Ioannina
Kozani - Filippos
ΚΟΖΑΝΗ – ΦΙΛΙΠΠΟΣ
Limnos
ΛΗΜΝΟΣ
Kerkyra - I. Kapodistrias
ΚΕΡΚΥΡΑ – Ι.ΚΑΠΟΔΙΣΤΡΙΑΣ
Skiathos
ΣΚΙΑΘΟΣ
Skiros
ΣΚΥΡΟΣ
Mitilini
ΜΥΤΙΛΗΝΗ
Preveza
ΠΡΕΒΕΖΑ
ΑΡΑΞΟΣ
Araxos
ΑΘΗΝΑ – ΕΛΛΗΝΙΚΟΝ
Athina - Hellinikon
Chios
ΧΙΟΣ
Kefalinia
ΚΕΦΑΛΛΗΝΙΑ
ΣΥΡΟΣ
Syros
ΜΥΚΟΝΟΣ
Mykonos
Samos
ΣΑΜΟΣ
Zakinthos
ΖΑΚΥΝΘΟΣ
ΠΑΡΟΣ
Paros
Leros
ΛΕΡΟΣ
Kalamata
ΚΑΛΑΜΑΤΑ
Naxos
ΝΑΞΟΣ
Milos
ΜΗΛΟΣ
Kos
ΚΩΣ
Kithira
ΚΥΘΗΡΑ
Santorini
ΣΑΝΤΟΡΙΝΗ
Rhodos - Diagoras
ΡΟΔΟΣ – ΔΙΑΓΟΡΑΣ
ΧΑΝΙΑ
Chania
ΚΑΣΟΣ
Kasos
Kastelorizo
ΚΑΣΤΕΛΛΟΡΙΖΟ
Karpathos
ΚΑΡΠΑΘΟΣ
Iraklion - N. Kazantzakis
ΗΡΑΚΛΕΙΟ – Ν.ΚΑΖΑΝΤΖΑΚΗΣ
Sitia
ΣΗΤΕΙΑ

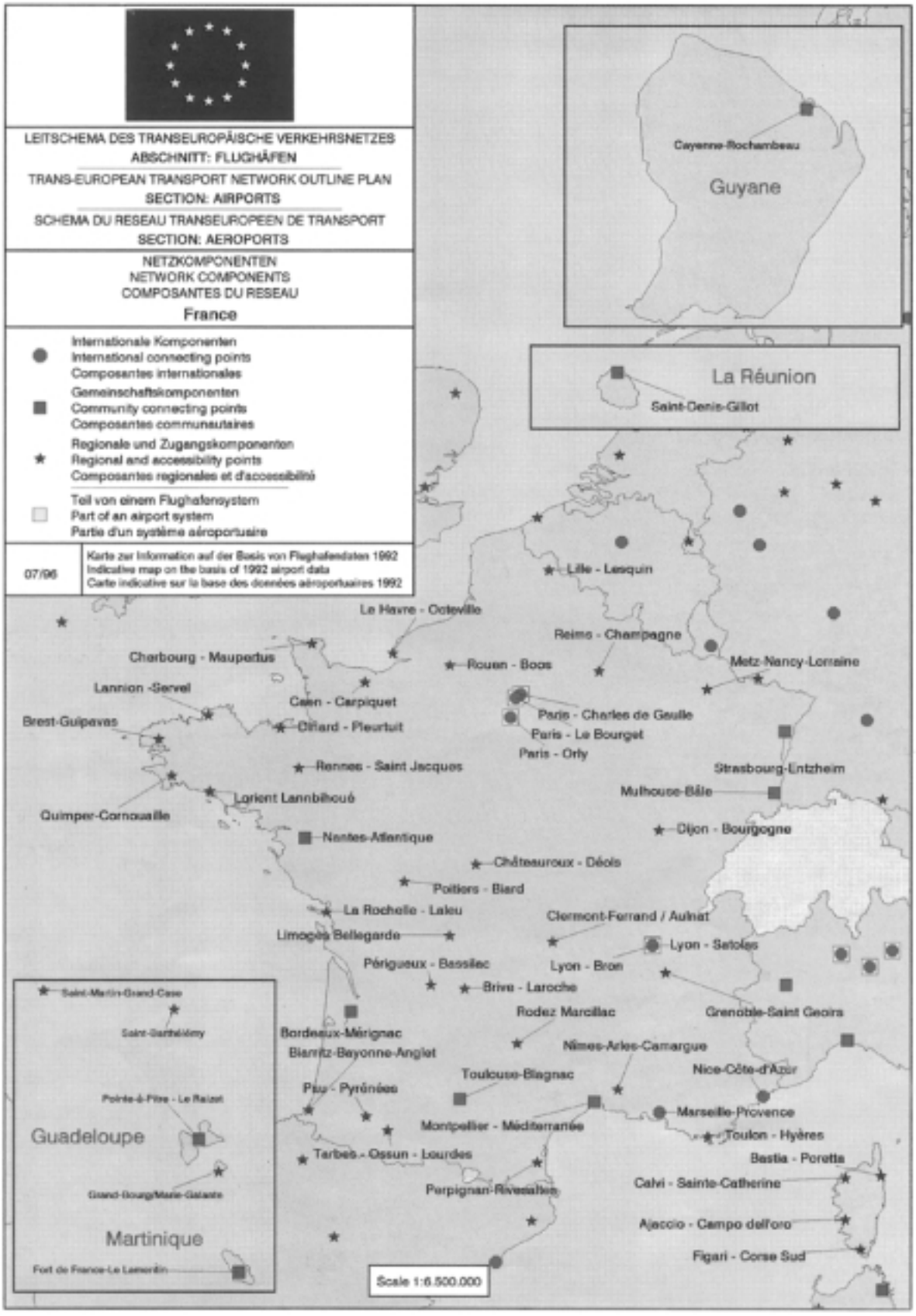
▼B

6.3


LEITSCHEMA DES TRANSEUROPÄISCHE VERKEHRSNETZES
ABSCHNITT: FLUGHÄFEN
TRANS-EUROPEAN TRANSPORT NETWORK OUTLINE PLAN
SECTION: AIRPORTS
SCHEMA DU RESEAU TRANSEUROPEEN DE TRANSPORT
SECTION: AEROPORTS
NETZKOMPONENTEN
NETWORK COMPONENTS
COMPOSANTES DU RESEAU
España - Portugal
Internationale Komponenten
International connecting points
Composantes internationales
Gemeinschaftskomponenten
Community connecting points
Composantes communautaires
Regionale und Zugangskomponenten
Regional and accessibility points
Composantes regionales et d'accessibilité
Teil von einem Flughafensystem
Part of an airport system
Partie d'un système aéroportuaire
07/95
Karte zur Information auf der Basis von Flughafendaten 1992
Indicative map on the basis of 1992 airport data
Carte indicative sur la base des données aéroportuaires 1992
Corvo
Flores
Graciosa
Pico
Lajes (Terceira)
Horta
São Jorge
Açores (P)
Ponto Delgada
Santa Maria
Canarias (ES)
Lanzarote
La Palma
Tenerife Sur & Norte
Fuerteventura
Hierro
Gran Canaria - Las Palmas
Asturias
La Coruña
Bilbao
Santiago de Compostela
Santander
Pamplona
Vitoria
Vigo
Bragança
Girona
Valladolid
Zaragoza
Barcelona
Porto - Sá Carneiro
Madrid - Barajas
Menorca
Covilhã
Palma de Mallorca
Valencia
Lisbon
Badajoz
Ibiza
Alicante
Sevilla
Granada
Faro
Jerez
Malaga
Almeria
Porto Santo
Madeira (P)
Funchal
Melilla
Scale 1:7.500.000

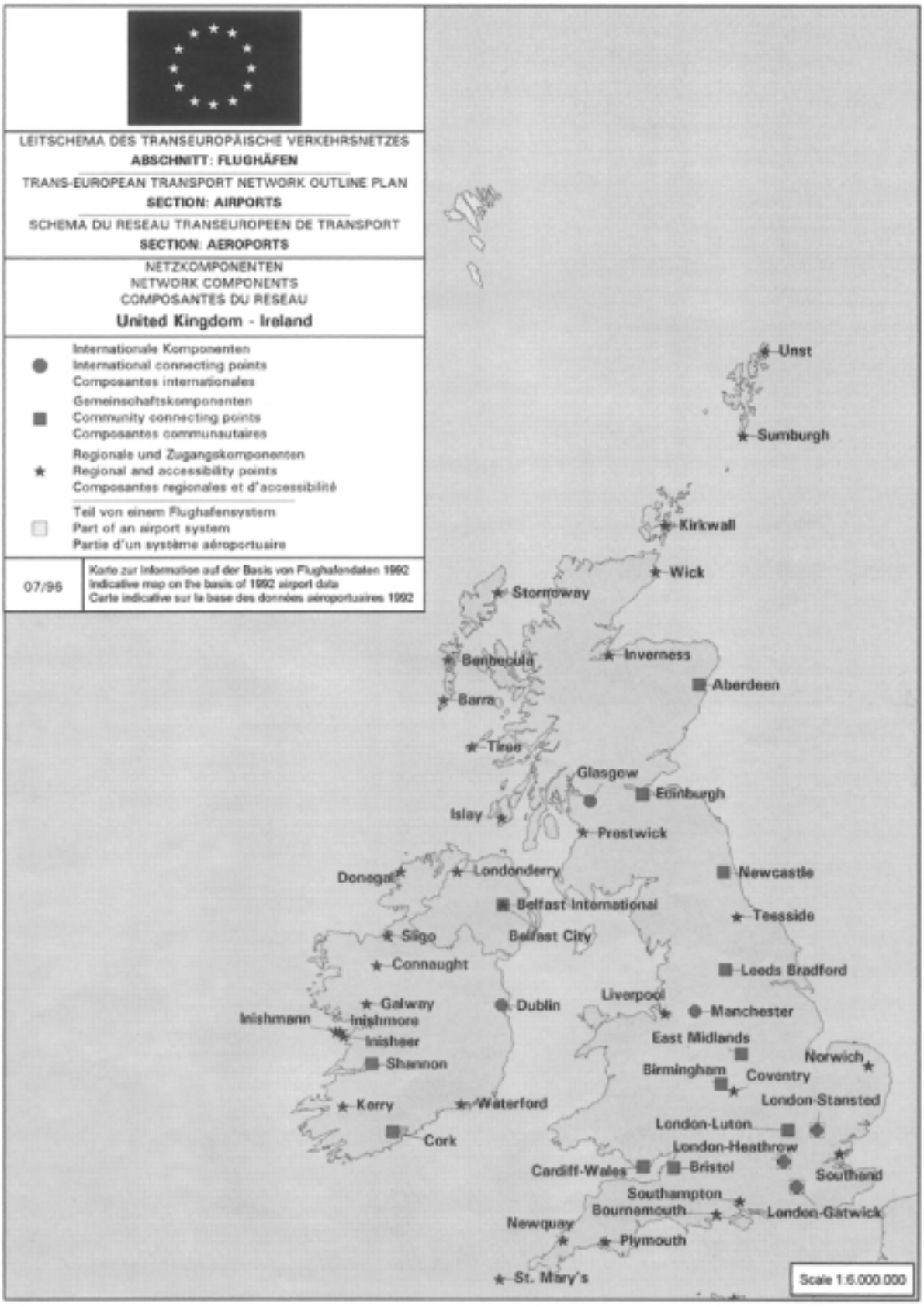
▼B

**6.4**


LEITSCHEMA DES TRANSEUROPÄISCHE VERKEHRSNETZES
ABSCHNITT: FLUGHÄFEN
TRANS-EUROPEAN TRANSPORT NETWORK OUTLINE PLAN
SECTION: AIRPORTS
SCHEMA DU RESEAU TRANSEUROPEEN DE TRANSPORT
SECTION: AEROPORTS
NETZKOMPONENTEN
NETWORK COMPONENTS
COMPOSANTES DU RESEAU
France
Internationale Komponenten
International connecting points
Composantes internationales
Gemeinschaftskomponenten
Community connecting points
Composantes communautaires
Regionale und Zugangskomponenten
Regional and accessibility points
Composantes regionales et d'accessibilité
Teil von einem Flughafensystem
Part of an airport system
Partie d'un système aéroportuaire
07/96
Karte zur Information auf der Basis von Flughafendaten 1992
Indicative map on the basis of 1992 airport data
Carte indicative sur la base des données aéroportuaires 1992
Cayenne-Rochambeau
Guyane
La Réunion
Saint-Denis-Gillot
Lille - Lesquin
Le Havre - Octeville
Reims - Champagne
Cherbourg - Maupertus
Rouen - Boos
Metz-Nancy-Lorraine
Lannion -Servel
Caen - Carpiquet
Brest-Guipavas
Dinard - Pleurtuit
Paris - Charles de Gaulle
Paris - Le Bourget
Paris - Orly
Rennes - Saint Jacques
Strasbourg-Entzheim
Mulhouse-Bâle
Lorient Lannbihoué
Quimper-Cornouaille
Dijon - Bourgogne
Nantes-Atlantique
Châteauroux - Déols
Poitiers - Biard
La Rochelle - Laleu
Clermont-Ferrand / Aulnat
Limoges Bellegarde
Lyon - Satolas
Périgueux - Bassillac
Lyon - Bron
Brive - Laroche
Rodez Marcillac
Grenoble-Saint Geoirs
Bordeaux-Mérignac
Biarritz-Bayonne-Anglet
Nîmes-Arles-Camargue
Toulouse-Blagnac
Nice-Côte-d'Azur
Pau - Pyrénées
Marseille-Provence
Montpellier - Méditerranée
Toulon - Hyères
Tarbes - Ossun - Lourdes
Bastia - Poretta
Perpignan-Rivesaltes
Calvi - Sainte-Catherine
Ajaccio - Campo dell'oro
Figari - Corse Sud
Saint-Martin-Grand-Case
Saint-Barthélémy
Pointe-à-Pitre - Le Raizet
Guadeloupe
Grand-Bourg/Marie-Galante
Martinique
Fort de France-Le Lamentin
Scale 1:6.500.000

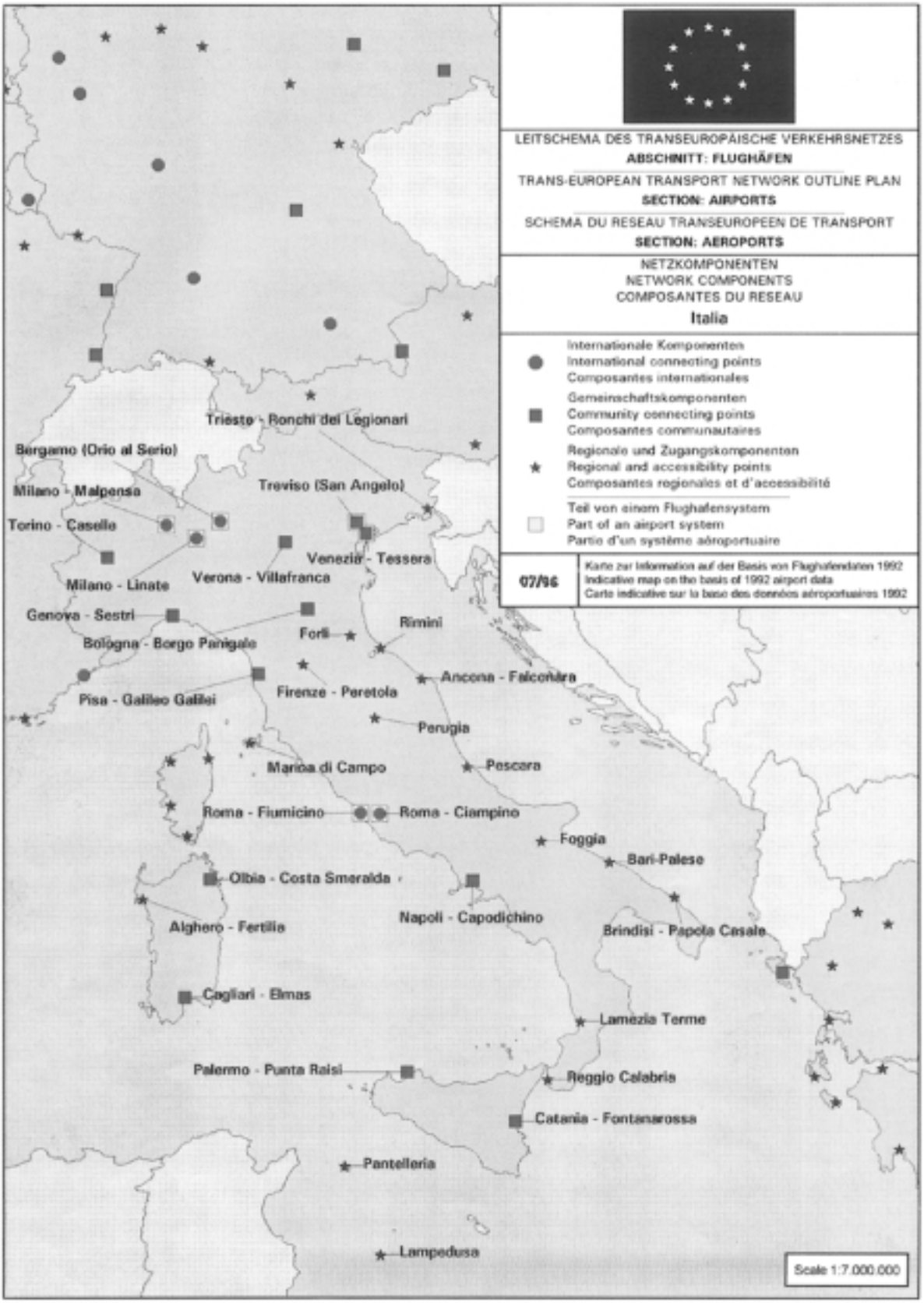
▼B

**6.5**


LEITSCHEMA DES TRANSEUROPÄISCHE VERKEHRSNETZES
ABSCHNITT: FLUGHÄFEN
TRANS-EUROPEAN TRANSPORT NETWORK OUTLINE PLAN
SECTION: AIRPORTS
SCHEMA DU RESEAU TRANSEUROPEEN DE TRANSPORT
SECTION: AEROPORTS
NETZKOMPONENTEN
NETWORK COMPONENTS
COMPOSANTES DU RESEAU
United Kingdom - Ireland
Internationale Komponenten
International connecting points
Composantes internationales
Gemeinschaftskomponenten
Community connecting points
Composantes communautaires
Regionale und Zugangskomponenten
Regional and accessibility points
Composantes regionales et d'accessibilité
Teil von einem Flughafensystem
Part of an airport system
Partie d'un système aéroportuaire
07/96
Karte zur Information auf der Basis von Flughafendaten 1992
Indicative map on the basis of 1992 airport data
Carte indicative sur la base des données aéroportuaires 1992
Unst
Sumburgh
Kirkwall
Wick
Stornoway
Benbecula
Inverness
Aberdeen
Barra
Tiree
Glasgow
Edinburgh
Islay
Prestwick
Donegal
Londonderry
Newcastle
Belfast International
Teesside
Sligo
Belfast City
Connaught
Leeds Bradford
Liverpool
Galway
Dublin
Manchester
Inishmann
Inishmore
Inisheer
East Midlands
Norwich
Shannon
Birmingham
Coventry
London-Stansted
Kerry
Waterford
London-Luton
Cork
London-Heathrow
Cardiff-Wales
Bristol
Southend
Southampton
Bournemouth
London-Gatwick
Newquay
Plymouth
St. Mary's
Scale 1:6.000.000

▼B

6.6


LEITSCHEMA DES TRANSEUROPÄISCHE VERKEHRSNETZES
ABSCHNITT: FLUGHÄFEN
TRANS-EUROPEAN TRANSPORT NETWORK OUTLINE PLAN
SECTION: AIRPORTS
SCHEMA DU RESEAU TRANSEUROPEEN DE TRANSPORT
SECTION: AEROPORTS
NETZKOMPONENTEN
NETWORK COMPONENTS
COMPOSANTES DU RESEAU
Italia
Internationale Komponenten
International connecting points
Composantes internationales
Gemeinschaftskomponenten
Community connecting points
Composantes communautaires
Regionale und Zugangskomponenten
Regional and accessibility points
Composantes régionales et d'accessibilité
Teil von einem Flughafensystem
Part of an airport system
Partie d'un système aéroportuaire
07/96
Karte zur Information auf der Basis von Flughafendaten 1992
Indicative map on the basis of 1992 airport data
Carte indicative sur la base des données aéroportuaires 1992
Trieste - Ronchi dei Legionari
Bergamo (Orio al Serio)
Milano - Malpensa
Treviso (San Angelo)
Torino - Caselle
Venezia - Tessera
Milano - Linate
Verona - Villafranca
Genova - Sestri
Forlì
Rimini
Bologna - Borgo Panigale
Ancona - Falconara
Pisa - Galileo Galilei
Firenze - Peretola
Perugia
Pescara
Marina di Campo
Roma - Fiumicino
Roma - Ciampino
Foggia
Bari-Palese
Olbia - Costa Smeralda
Napoli - Capodichino
Alghero - Fertilia
Brindisi - Papola Casale
Cagliari - Elmas
Lamezia Terme
Palermo - Punta Raisi
Reggio Calabria
Catania - Fontanarossa
Pantelleria
Lampedusa
Scale 1:7.000.000

▼B

6.7


LEITSCHEMA DES TRANSEUROPÄISCHE VERKEHRSNETZES
ABSCHNITT: FLUGHÄFEN
TRANS-EUROPEAN TRANSPORT NETWORK OUTLINE PLAN
SECTION: AIRPORTS
SCHEMA DU RESEAU TRANSEUROPEEN DE TRANSPORT
SECTION: AEROPORTS
NETZKOMPONENTEN
NETWORK COMPONENTS
COMPOSANTES DU RESEAU
Sverige - Suomi/Finland
Internationale Komponenten
International connecting points
Composantes internationales
Gemeinschaftskomponenten
Community connecting points
Composantes communautaires
Regionale und Zugangskomponenten
Regional and accessibility points
Composantes regionales et d'accessibilité
Teil von einem Flughafensystem
Part of an airport system
Partie d'un système aéroportuaire
07/96
Karte zur Information auf der Basis von Flughafendaten 1992
Indicative map on the basis of 1992 airport data
Carte indicative sur la base des données aéroportuaires 1992
Ivalo
Enontekiö
Kiruna
Kittilä
Gällivare
Rovaniemi
Kuusamo
Arvidsjaur
Kemi - Tornio
Luleå - Kallax
Vilhelmina
Oulu
Skellefteå
Lycksele
Kajaani
Umeå
Kruunupyy
Örnsköldsvik
Kramfors
Vaasa
Kuopio
Östersund - Frösön
Jyväskylä
Joensuu
Sundsvall - Härnösand
Varkaus
Sveg
Hudiksvall
Pori
Mikkeli
Savonlinna
Mora
Söderhamn
Tampere - Pirkkala
Gävle - Sandviken
Borlänge
Turku
Lappeenranta
Stockholm - Bromma
Maarianhamina
Helsinki - Vantaa
Västerås - Hässlö
Örebro
Stockholm - Arlanda
Karlstad
Skövde
Lidköping
Norrköping
Jönköping
Linköping
Göteborg - Landvetter
Visby
Hultsfred
Växjö - Kronoberg
Oskarshamn
Kalmar
Halmstad
Ronneby
Ängelholm
Malmö - Sturup
Scale 1:7.500.000

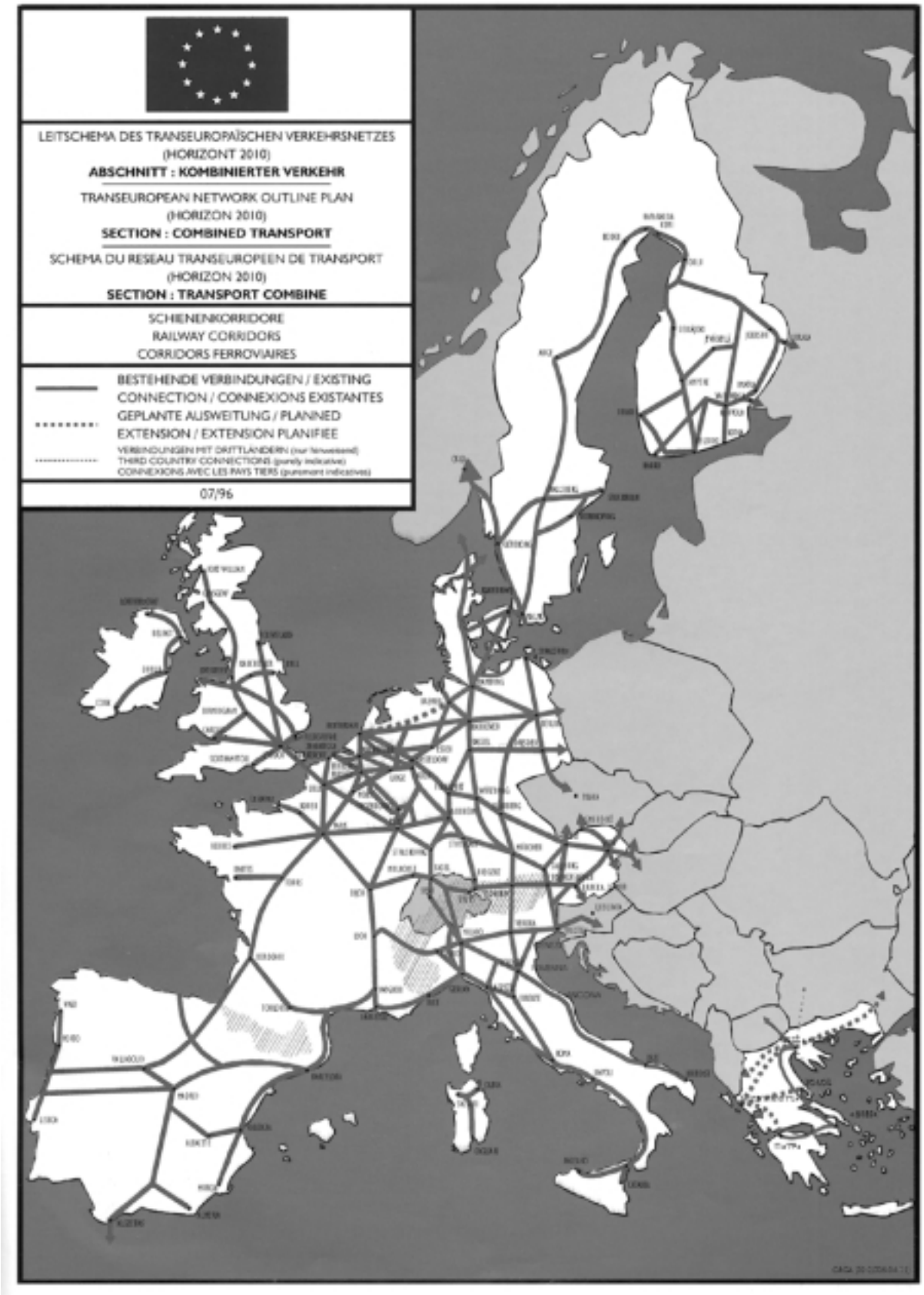
▼B

## SECTION 7

## COMBINED TRANSPORT NETWORK

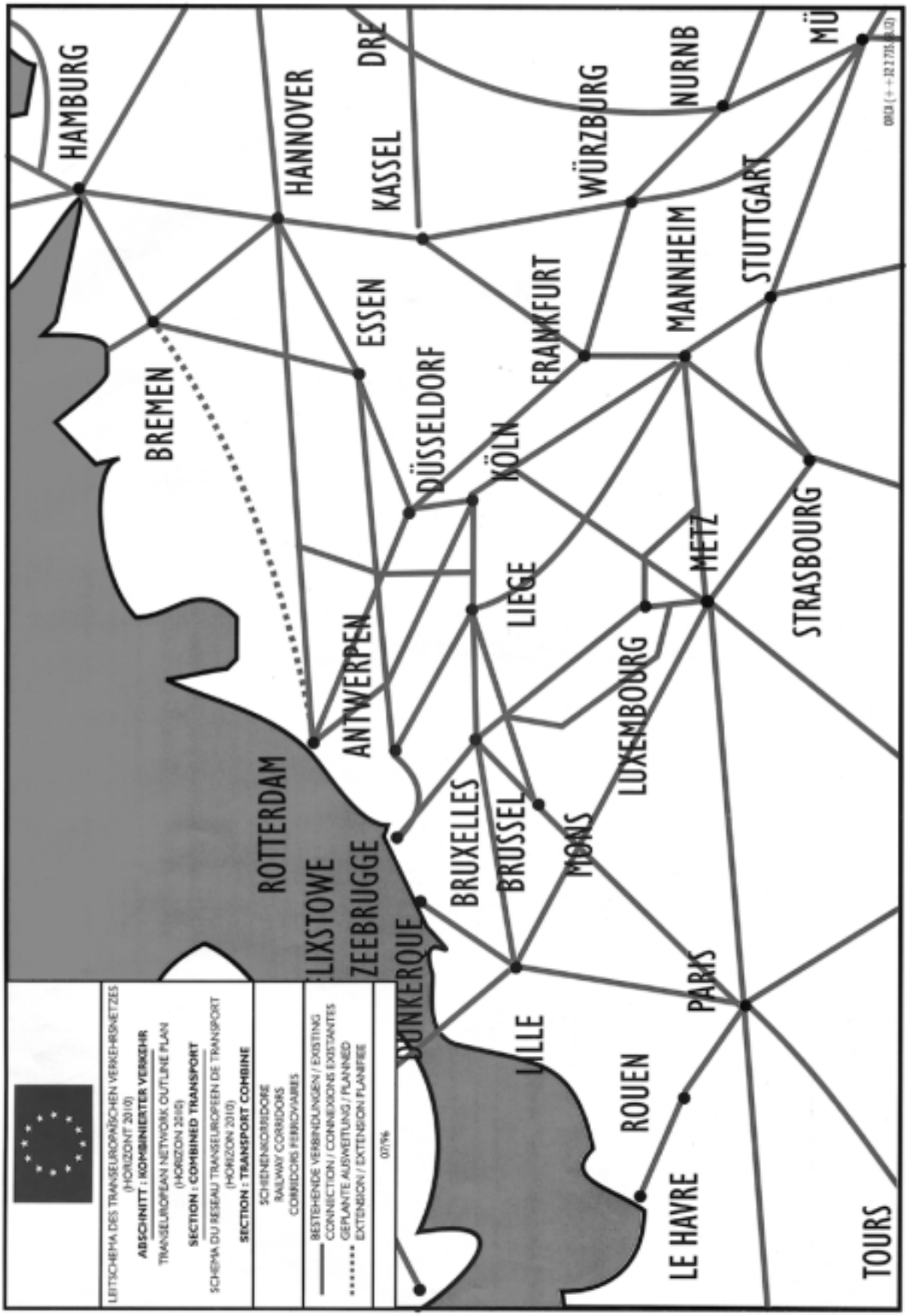
▼B

**7.1 - A**


LEITSCHEMA DES TRANSEUROPÄISCHEN VERKEHRSNETZES
(HORIZONT 2010)
ABSCHNITT : KOMBINIERTER VERKEHR
TRANSEUROPEAN NETWORK OUTLINE PLAN
(HORIZON 2010)
SECTION : COMBINED TRANSPORT
SCHEMA DU RESEAU TRANSEUROPEEN DE TRANSPORT
(HORIZON 2010)
SECTION : TRANSPORT COMBINE
SCHIENENKORRIDORE
RAILWAY CORRIDORS
CORRIDORS FERROVIAIRES
BESTEHENDE VERBINDUNGEN / EXISTING CONNECTION / CONNEXIONS EXISTANTES
GEPLANTE AUSWEITUNG / PLANNED EXTENSION / EXTENSION PLANIFIEE
VERBINDUNGEN MIT DRITTLÄNDERN (nur hinweisend)
THIRD COUNTRY CONNECTIONS (purely indicative)
CONNEXIONS AVEC LES PAYS TIERS (purement indicatives)
07/96

▼B

7.I-B


LEITSCHEMA DES TRANSEUROPÄISCHEN VERKEHRSNETZES (HORIZONT 2010)
ABSCHNITT : KOMBINIERTER VERKEHR
TRANSEUROPEAN NETWORK OUTLINE PLAN (HORIZON 2010)
SECTION : COMBINED TRANSPORT
SCHEMA DU RESEAU TRANSEUROPEEN DE TRANSPORT (HORIZON 2010)
SECTION : TRANSPORT COMBINE
SCHIENENKORRIDORE
RAILWAY CORRIDORS
CORRIDORS FERROVIAIRES
BESTEHENDE VERBINDUNGEN / EXISTING CONNECTION / CONNEXIONS EXISTANTES
GEPLANTE AUSWEITUNG / PLANNED EXTENSION / EXTENSION PLANIFIEE
07/96
HAMBURG
BREMEN
HANNOVER
KASSEL
DRE
ESSEN
DÜSSELDORF
KÖLN
FRANKFURT
WÜRZBURG
NURNB
MANNHEIM
STUTTGART
MÜ
ROTTERDAM
ANTWERPEN
LIEGE
METZ
STRASBOURG
LUXEMBOURG
BRUXELLES
BRUSSEL
MONS
LILLE
DUNKERQUE
ROUEN
PARIS
LE HAVRE
TOURS

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*ANNEX II*

**CRITERIA AND SPECIFICATIONS FOR PROJECTS OF COMMON INTEREST (*)**

Section 2: Road network

Section 3: Rail network

Section 4: Inland waterway network and inland ports

Section 5: Seaports

Section 6: Airports

Section 7: Combined transport network

Section 8: Shipping information and management network

Section 9: Air traffic management network

Section 10: Positioning and navigation network

*Section 2*

**Road network**

In addition to projects relating to the links in Annex I, projects of common interest will be deemed to include any infrastructure project relating to such links which deals with:

A. Development of the network, and in particular:
   — widening of motorways or upgrading of roads,
   — construction or improvement of bypasses or ring roads,
   — increasing the interoperability of national networks.

B. Development of traffic management and user information systems, and in particular:
   — establishment of telematic infrastructures for collecting traffic data,
   — developing traffic information centres and traffic control centres, as well as exchanges of data between traffic information centres in different countries,
   — establishing road information services, in particular the RDS-TMC system ([1]),
   — technical interoperability of telematic infrastructures.

*Section 3*

**Rail network**

In addition to projects relating to the links in Annex I, projects of common interest will be deemed to include any infrastructure project relating to such links which deals with:

— interoperability between trans-European railway systems,
— interconnection with networks of other modes of transport.

*Section 4*

**Inland waterway network and inland ports**

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**Inland ports**

Projects of common interest must relate solely to infrastructure open to any user on a non-discriminatory basis.

In addition to projects relating to the connections and inland ports mentioned in Annex I, projects of common interest will be deemed to include any infrastructure project corresponding to one or more of the following categories:

1. access to the port from waterways;

2. port infrastructure inside the port area;

3. other transport infrastructures inside the port area;

(*) These critera and specifications refer to the corresponding sections referred to in the enacting terms and/or Annex I.

([1]) A radio-based digital road traffic message system in which the general message stream can be tuned to the individual needs of the road user.

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4. other transport infrastructures linking the port to other elements of the trans-European network.

Any project which concerns the following work will be deemed to be of common interest: construction and maintenance of all elements of the transport system generally open to all transport users within the port and of links with the national or international transport network; in particular, this includes the development and maintenance of land for commercial and other port-related purposes, the construction and maintenance of road and rail connections, the construction and maintenance, including dredging, of access routes and of other areas of water in the port, and the construction and maintenance of navigation aids and traffic management, communication and information systems in the port and on the access routes.

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**Traffic management**

Projects of common interest will be deemed to include in particular:

— a signalling and guidance system for vessels, in particular those carrying dangerous or polluting goods,

— communications systems for emergencies and inland waterway safety.

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*Section 5*

**Seaports**

1. **Common conditions for projects of common interest relating to seaports in the network**

Projects of common interest must relate solely to infrastructure open to any user on a non-discriminatory basis.

Any project which concerns the following work will be deemed to be of common interest: construction and maintenance of all elements of the transport system generally open to all transport users within the port and of links with the national or international transport network; in particular, this includes the development and maintenance of land for commercial and other port-related purposes, the construction and maintenance of road and rail connections, the construction and maintenance, including dredging, of access routes and of other areas of water in the port, and the construction and maintenance of navigation aids and traffic management, communication and information systems in the port and on the access routes.

2. **Specifications for projects of common interest relating to the seaport network**

Any project which meets the following specifications will be deemed to be of common interest:

| Project specifications | Port category |
|---|---|
| I. **Promotion of short-distance sea shipping** | |
| Infrastructure necessary for the development of short-distance sea and sea-river shipping | Projects relating to ports in category A |
| II. **Access to ports** | |
| Access to ports from sea or inland waterway | Projects relating to ports in categories A and B |
| Permanent accessibility of ports in the Baltic Sea situated at approximately latitude 60º north and beyond, including capital costs for ice-breaking works during winter | Projects relating to ports in categories A, B and C |
| Creation or improvement of hinterland access linking the port to other elements of the trans-European transport network through rail, road and inland-waterway connections | Projects relating to ports in category A |
| Development of existing hinterland access linking the port to other elements of the trans-European transport network through rail, road and inland-waterway connections | Projects relating to ports in categories A and B |

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| Project specifications | Port category |
|---|---|
| III. **Port infrastructure within the port area** | |
| Development of port infrastructure in order to increase intermodal efficiency | Projects relating to ports in categories A and B |
| Upgrading of the port infrastructure, in particular in ports on islands and in peripheral and outermost regions | Projects relating to ports in category C |
| Development and installation of management and information systems such as EDI (electronic data interchange) or other systems of intelligent management of goods and passenger traffic using integrated technologies | Projects relating to ports in categories A, B and C |
| Development of port installations to receive waste | Projects relating to ports in categories A, B and C |

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*Section 6*

**Airports**

I. **Eligibility criteria for airports of common interest**

Airports of common interest must meet the criteria of one of the following connecting points:

1. International connecting points will include:
   - all airports or airport systems [1] with a total annual traffic volume of no less than:
     - 5 000 000 passenger movements minus 10 %, or
     - 100 000 commercial aircraft movements, or
     - 150 000 tonnes freight throughput, or
     - 1 000 000 extra-Community passenger movements;

     or
   - any new airport constructed to replace an existing international connecting point which cannot be developed further on its site.
2. Community connecting points will include:
   - all airports or airport systems with an annual traffic volume of:
     - between 1 000 000 minus 10 % and 4 499 999 passenger movements, or
     - between 50 000 and 149 999 tonnes freight throughput, or
     - between 500 000 and 899 999 passenger movements, of which at least 30 % are non-national, or
     - between 300 000 and 899 999 passenger movements and located off the European mainland at a distance of over 500 km from the nearest international connecting point;

     or
   - any new airport constructed to replace an existing Community connecting point which cannot be developed further on its site.
3. Regional connecting points and accessibility points will include all airports
   - with an annual traffic volume of between 500 000 and 899 999 passenger movements, of which less than 30 % are non-national, or
   - with an annual traffic volume of between 250 000 minus 10 % and 499 999 passenger movements, or
   - with an annual traffic volume of between 10 000 and 49 999 tonnes freight throughput, or
   - located on an island of a Member State, or
   - located in a landlocked area of the Community with commercial services operated by aircraft with a maximum take-off weight in excess of 10 tonnes.

[1] Airport systems: OJ No L 240, 24. 8. 1992, p. 14.

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An airport is located in a landlocked area if it is situated outside a radius of over 100 km from the nearest international or Community connecting point. This distance may, by way of exception, be reduced to 75 km in order to take account of difficult access due to the geographical situation or the poor quality of the inland transport infrastructure.

II. **Specifications for projects of common interest related to the airport network**

All project will qualify as a project of common interest if it meets the following specifications:

| Project specifications | Type of connecting point principally concerned (*) |
|---|---|
| I. **Optimization of existing airport capacity** | |
| *Measure 1* — Optimization of the existing capacity in terms of aircraft, passenger or freight movements, including the airport's air avigation equipment | International<br>Community<br>Regional connecting point and accessibility point |
| *Measure 2* — Improvement of airport security and safety | International<br>Community<br>Regional connecting point and accessibility point |
| *Measure 3* — Adaptation of existing infrastructures made necessary by completion of the internal market and in particular by the measures governing the free movement of persons within the Union | International<br>Community<br>Regional connecting point and accessibility point |
| II. **Development of new airport capacities** | |
| *Measure 4* — Development of the infrastructure and equipment which determine airport capacity in terms of aircraft, passenger or freight movements, including the airport's air navigation equipment | International<br>Community |
| *Measure 5* — Construction of new airport to replace an existing airport or airport system which cannot be developed further on its site | International<br>Community |
| III. **Improvement of protection against nuisances generated by airport activities** | |
| *Measure 6* — Improvement of environmental compatibility in terms of noise and the treatment of airport effluent | International<br>Community |
| IV. **Improvement or development of airport access** | |
| *Measure 7* — Improvement or development of interfaces between the airport and access infrastructures | International<br>Community |
| *Measure 8* — Improvement and development of interconnections with other transport networks, and more specifically the rail network | International<br>Community |

(*) This table does not exclude the measures concerned from being extended to other connecting points in certain, duly justified, special cases.

*Section 7*

**Combined transport network**

In addition to the projects relating to links specified in Annex I, projects of common interest will be deemed to include any project concerning:

— construction or upgrading of railway or inland waterway infrastructures in order to make the transport of intermodal loading units technically possible and economically viable,

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— construction or development of centres for transfers between inland types of transport, including the setting up within the terminal of transhipment equipment with the corresponding infrastructure,

— adaptation of port areas, making it possible to develop or improve combined transport between sea transport and rail, inland waterway or road transport,

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— railway transport equipment specially adapted to combined transport where so required by the nature of the infrastructure, particularly as regards the cost of the possible adaptation of such infrastructure and subject to the use of such equipment being associated with the infrastructure in question and the operators concerned being able to avail themselves of it on a non-discriminatory basis.

*Section 8*

**Shipping information and management network**

Projects of common interest will be deemed to include any project:

— relating to the objectives of Community shipping safety policy, or

— designed to implement international conventions and resolutions of the International Maritime Organization (IMO) in the area of shipping safety and concerning:

  — implementation of the Community system of notification of vessels bound for or coming from Community ports or transiting off Comunity coasts, with the aid of an electronic system of data exchanges also including transmission of data between vessels and land installations via transponders, particular attention will be given to EDI (electronic data interchange) electronic systems of data exchange including compatible interfaces,

  — the development and improvement of the LORAN-C land-based radionavigation channels,

  — the development or improvement of coastal and port shipping management and information systems (VTS) and their interconnection, with a view to safer and more effective surveillance and management of shipping, in particular in converging, busy, or environmentally sensitive areas,

  — the development of tools to improve understanding of traffic: databases on traffic flows and shipping accidents, development of the European Permanent Traffic Observatory (EPTO) tool for analysing traffic flows,

  — the development of infrastructure and equipment in order to further the implementation of the Global Maritime Distress and Safety System (GMDSS),

  — the improvement of telematic data exchange systems in the context of port state control of vessels.

*Section 9*

**Air traffic management network**

Projects of common interest are deemed to include any project leading to an increase in the capacity of the system and optimizing its use which forms part of a pattern of harmonization and integration of the facilities and procedures of the various national connecting points and complies with the relevant international standards defined by the International Civil Aviation Organization (ICAO) and by the competent European bodies, all of the foregoing taking account in particular of the European Organization for the Safety of Air Navigation (Eurocontrol).

Such projects relate to:

— studies on better utilization of airspace by the various users and the establishment of a consistent and efficient system of routes,

— air traffic planning and management which helps supply keep pace with demand and makes optimal use of available control capacities,

— the studies and work necessary for the harmonization of facilities and procedures so as to integrate the various service providers taking particular account of the guidelines adopted by the European Civil Aviation Conference (ECAC),

— the improvement of system productivity, in particular by means of automated control assistance and potential conflict detection and resolution systems,

— contributions to the installation of means of communication, navigation and surveillance necessary for air traffic control, including the promotion of new technologies, in particular satellites and digital data networks, where that leads to compliance with European common specifications.

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*Section 10*

**Positioning and navigation network**

Projects of common interest are deemed to include any project relating to the establishment of any component of the future European Radio Navigation Plan or of a global satellite positioning and navigation system forming part of the following structure:

— control centre comprising a processing and control system,

— network of earth navigation stations,

— space segment composed of satellites enabling navigation signals to be transmitted,

— network of surveillance stations.

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*ANNEX III*

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**LIST OF THE 14 PROJECTS ADOPTED BY THE EUROPEAN COUNCILS HELD IN ESSEN IN 1994 AND IN DUBLIN IN 1996**

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1. High-speed train/combined transport north-south:

   Nuremberg—Erfurt—Halle/Leipzig—Berlin

   Brenner axis: Verona—Munich

2. High-speed train (Paris—Brussels—Cologne—Amsterdam—London):

   Belgium: F/B border — Brussels — Liège — B/D border;

   Brussels — B/NL border

   United Kingdom: London — Channel Tunnel access

   Netherlands: B/NL border — Rotterdam — Amsterdam

   Germany: (Aachen) G27 Cologne — Rhine/Main

3. High-speed train south:

   Madrid—Barcelona—Perpignan—Montpelier

   Madrid—Vitoria—Dax

4. High-speed train east:

   Paris—Metz—Strasbourg—Appenweier—(Karlsruhe) with junctions to Metz—Saarbrücken— Mannheim and Metz—Luxembourg

5. Conventional rail/combined transport: Betuwe line

   Rotterdam — NL/D border — (Rhine/Ruhr)

6. High-speed train/combined transport: France—Italy

   Lyons—Turin

   Turin—Milan—Venice—Trieste

7. Greek motorways: Pathe: Rio Antirio, Patras—Athens—Thessaloniki—Promahon (Greek/Bulgarian border) and Via Egnatia: Igoumenitsa — Thessaloniki — Alexandroupolis — Ormenio (Greek/Bulgarian border) — Kipi (Greek/Turkish border)

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8. Portugal/Spain multimodal link with the rest of Europe through developing rail, road, sea and air connections in the following three Iberian corridors:
   — Galicia (A Coruña)/Portugal (Lisbon)
   — Irún/Portugal (Valladolid-Lisbon)
   — Southwest corridor (Lisbon-Seville).

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9. Conventional rail link: Cork—Dublin—Belfast—Larne—Stranraer
10. Malpensa Airport (Milan)
11. Fixed rail/road link between Denmark and Sweden (Øresund fixed link) including access routes for road, rail, air
12. Nordic triangle (rail/road)
13. Ireland/United Kingdom/Benelux Road link
14. West Coast main line (rail)