

## Measure 72: TEN infrastructure in the candidate countries

### **First page:**

<p><i>Policy Package:</i> <b>2B:</b> Rail investment and technologies</p>
<p><i>Measure 72:</i> Link the future Member States to the EU's trans-European network by means of infrastructure of quality with a view to maintaining the modal share of rail transport at 35% in the candidate countries in 2010 by mobilising private-sector finance</p>
<p><i>What is the problem being addressed ?</i> (see also Measure n. 44) The Decision n. 884/2004/EC takes into account also projects in the New Member States: the territorial cohesion of the EU will be supported by integrating the networks of the New Member States and improving connections with the peripheral and island regions. The measure should contribute to maintain a modal share of freight rail transport at 35% in 2010. In this sense, the measure should encourage a switch to more efficient and cleaner forms of transport including better organisation and logistics, as required by the 6<sup>th</sup> Community Environment Action Programme (“it must be ensured that the climate change is taken into account in the Community’s enlargement”, in particular supporting a more sustainable transport and energy sector), and also according to the Air Quality Framework Directive (96/62/EC) and to the Council Decision 2002/358/EC (greenhouse emissions). Moreover, it should take into account the Directive 2001/42/EC of the European Parliament and of the Council of 27 June 2001 on the assessment of the effects of certain plans and programmes on the environment, the Council Directive 85/337/EEC of 27 June 1985 on the assessment of the effects of certain public and private projects on the environment (as last amended by Directive 2003/35/EC of the European Parliament and of the Council), Council Directive 79/409/EEC of 2 April 1979 on the conservation of wild birds (as last amended by Regulation (EC) No 807/2003) and Council Directive 92/43/EEC of 21 May 1992 on the conservation of natural habitats and of wild fauna and flora (as last amended by Regulation (EC) No 1882/2003 of the European Parliament and of the Council)</p>
<p><i>Measure’s costs and benefits:</i> According to COM(2003) 564 final, the total TEN-T transport network will require EUR 220 billion up to 2020, of which EUR 80 billion by 2006, whose EUR 91 billion are necessary to build the priority infrastructure projects in the New Member states. ISPA has a budget of € 452 million for Bulgaria and Romania in 2004. (Until 2003 the overall annual budget for the 10 countries of Central and Eastern Europe was € 1.1 Billion.)</p>
<p><i>Legislative implementation at the EU level:</i> Decision No 884/2004/EC of the European Parliament and of the Council of 29 April 2004 amending Decision No 1692/96/EC on Community guidelines for the development of the trans-European transport network</p>
<p><i>What are the objectives ?</i> According to the Comprehensive Monitoring Report of the European Commission on the state of preparedness for EU membership of the Czech Republic, Estonia, Cyprus, Latvia, Lithuania, Hungary, Malta, Poland, Slovenia and Slovakia (released on 5<sup>th</sup> November 2003), alignment concerning the trans-European transport networks is advanced. The share of the freight rail market should be taken into account to evaluate the feasibility of 35% target in 2010. The modal share of rail freight over the period 1970 – 2000, broken down by New Member States, Candidate Country and Associated Countries, is shown in the table below (modal share of land transport modes, excluding maritime transport):</p>

	N	CH	BG	CY	CZ	EE	HU	LV	LT	MT	PL	RO	SK	SI	TR
<b>1970</b>	44.8	52.9	33.0			70.3	69.8	84.0	79.4		79.6	83.8		68.8	
<b>1980</b>	36.1	48.4	25.2			60.7	57.6	77.2	72.1		67.4	77.0		57.6	
<b>1990</b>	20.2	42.6	20.6			60.9	42.7	74.9	72.1		59.6	57.4		54.5	
<b>1991</b>	20.0	40.7	21.6			63.1	36.5	76.1	71.3		56.2	55.7		51.6	
<b>1992</b>	19.0	38.3	22.0			69.4	34.8	77.7	69.1		51.4	54.7		56.5	
<b>1993</b>	19.9	36.3	19.1		88.7	77.1	29.0	88.4	52.5		54.6	53.0	69.1	53.5	7.7
<b>1994</b>	17.5	36.7	19.0		45.9	70.2	29.0	61.3	55.1		52.1	48.4	68.0	56.8	7.7
<b>1995</b>	15.3	36.2	21.1		39.3	71.7	30.8	58.0	51.7		51.3	48.5	67.4	64.6	6.8
<b>1996</b>	14.1	32.2	20.9		39.9	68.9	27.4	59.9	58.2		48.5	48.1	63.8	60.5	6.0
<b>1997</b>	13.0	33.6	21.2		32.6	67.8	28.1	60.1	56.9		46.3	43.7	70.0	61.7	5.6
<b>1998</b>	12.6	32.7	20.9		33.6	60.4	25.1	56.5	53.5		41.0	44.3	65.1	60.4	4.2
<b>1999</b>	13.6	34.7	20.5		29.6	63.6	25.9	56.0	48.4		37.8	45.1	59.8	57.8	4.0
<b>2000</b>	14.3	30.2	43.8		29.7	74.3	26.8	54.2	44.7		36.6	47.1	56.7	58.6	4.6

CS: 1970: 74.7, 1980: 65.6, 1989: 1990: 62.8, 1991: 62.5, 1992: 66.4

Source: Statistical Pocketbook 2003

#### *Interactions with other WP measures:*

Due to the large modal application of the measure 72, links with many measures can be identified for specific segments of the transport market. The most significant interactions are with measures 27 – Motorways of the sea; measure 36 – Eliminating bottlenecks in inland waterway transport; measure 44 – TEN projects; measure 45 – Funding of TENs; measure 73- Funding of infrastructure in the New EU Member States.

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#### *Output indicators:*

The Commission shall report every two years to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions on the implementation of the guidelines described in this Decision, supported by the TEN-T Committee. Particular attention should be devoted to:

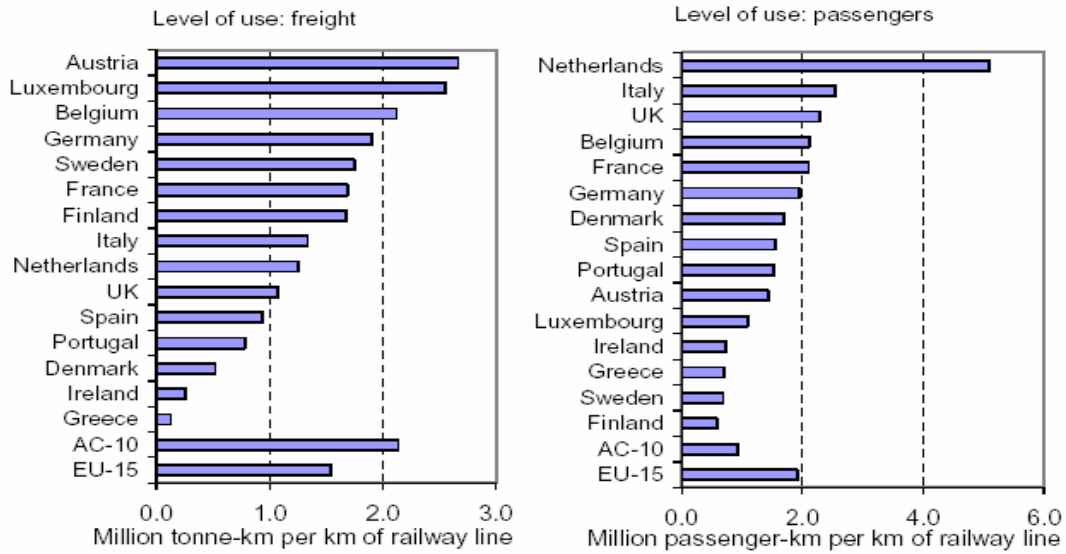
- number of projects implemented;
- delays compared to original time schedule;
- budget changes compared to the original financial plans.

As a general overview, total motorway length in the New Member States (including the candidate countries, e.g., Romania, Bulgaria and Turkey) almost doubled between 1990 and 1999 (2.300 km built), while length of operational railways decreased by 5 %, the share of electrified railway lines in total length of railway lines increased from 33 % in 1990 to 38 % in 1999 and no significant change in the length of inland waterways were recorded between 1990 and 1999. Approximately 20 000 km of roads and 30 000 km of railways, as well as ports and airports, will have to be built or modernised to achieve the criteria and the objectives of the Decision on the Trans-European network guidelines.

#### *Outcome indicators: intermediate impacts on transport markets*

The market indicators for this measure are those already described for the TEN-T programme in general (Measure 44). Additionally, the indicator “level of use of railway lines” (measured as million tonne.km or passenger.km per km of railway line) should be considered here, because it seems to be a trade-off in railway use between passenger and freight transport: countries in which high values of tonne-kilometres per kilometre of railway lines are observed show low values of passenger-kilometres per kilometre of railway line, and viceversa. As it is shown in the figure below, on average, the EU15 countries use its railways more than Accession Countries for passenger transport, whereas the Accession Countries show higher usage levels than EU15 for freight:

### Level of use of railway lines for freight and passenger transport in 1999



NB: AC-10 refers to AC-13, excluding Cyprus, Malta and Turkey. AC-10 level of use for passenger transport refers to 1998.

Sources: Eurostat, 2002; UNECE, 2001.

In the AC-10, rail use for freight transport is 1,4 times higher than in the EU, while for passenger transport the level of use in the EU is two times higher than in the ACs. Therefore, the creation of a dedicated freight network, by creating high-speed rail links and using the freed conventional railway capacity for freight transport, might help to maintain a higher share of railway transport in the now New EU Member States.

#### *Outcome indicators: final impact on transport users and non users*

The external and internal impacts for this measure are those already described for the TEN-T programme in general (Measure 44).