

Trans-European Transport Networks

The TEN-T Core Network: Country by Country

Member State	Key elements
Austria	<p>Inclusion of major axes in the Core network, including Brenner, Danube/Westbahn (Salzburg-Linz-Vienna), and Semmering + Koralm</p> <p>Inclusion of these axis in project lists under corridor headings</p> <p>Austria very well covered and fully backing this TEN-T revision; Commission notes very high investments in AT, especially in rail (highest in EU per capita, highest after CH)</p>
Belgium	<p>Inclusion of the entire Inland Waterway (IWW) network in the Core: for BE this is very important, given the many IWW and the foreseen major works on several of these axes</p> <p>Inclusion of the second rail axis to the Antwerpen port</p> <p>Inclusion of Oostende, Zeebrugge, Gent and Antwerpen as core ports (all due to their volume)</p> <p>Inclusion of a dense comprehensive and core network due to the many ports and hinterland connections; inclusion in several core network corridors</p>
Bulgaria	<p>Inclusion of major axes in the comprehensive and core network, including Sofia-Varna (Hemus motorway is notably important for BG and is for a large part also in the Core); the network has become much denser and a real network</p> <p>Given the two nodes (Sofia and Burgas, as a port) and the many neighbouring countries, including third countries, BG has a dense network as a result.</p>
Cyprus	<p>Inclusion of southern orbital road of Lefkosia in the Core network for road (CY has no railway), as well as the link to the airport in Larnaka and to the major port of Limassol</p> <p>Inclusion of wider comprehensive network for roads notably</p>

Czech Republic	<p>Inclusion of Prague and Ostrava as nodes and therefore the inclusion of a rather dense comprehensive and core network</p> <p>Inclusion of links from Prague to Munich and Wroclaw (both new)</p>
Denmark	<p>Inclusion of major axes in the comprehensive and core network, linking up the very parcelled territory of the Danish isles</p> <p>Network now including many road and rail links but of course the Öresund and Fehmarn, as well as the core nodes and ports of Copenhagen and Aarhus.</p>
Estonia	<p>Inclusion of major axes in the comprehensive and core network, including Tallinn to Riga via the coast (road and rail) as well as the link to the Russian border (Tallinn-Tartu-RU border). Rail Baltic: the final choice was to include the new, future alignment as the works on upgrading the existing link are nearly completed.</p>
Finland	<p>Inclusion of major axis in the comprehensive and core network, including the present so called 'Nordic Triangle' (Turku-Helsinki-RU border) and the 'Bothnian corridor'. In particular the inclusion of the Bothnian corridor is very important.</p>
France	<p>Inclusion of nearly all major axes in the comprehensive and core network, that are part of the FR planning framework for the next decade.</p> <p>Major projects all part of core network corridors.</p> <p>Positive conclusion of Lyon-Torino: FR and IT concluded on a new sharing of the costs and concluded on most of the technical issues still outstanding; a letter co signed by both Ministers has been received.</p> <p>Central Pyrenean crossing has been agreed with ES to be included in the comprehensive network: clearly, this link will not be realised until 2030, the feasibility studies are ongoing still., but both countries want to include it in a long term modal shift perspective.</p> <p>The Seine-Escaut Canal (also known in FR as Seine-Nord) has been making good progress and is part of the Amsterdam-Marseille corridor, linking the IWW networks of northern FR with those of BE and NL and thus with the Rhine and Danube basins.</p> <p>Tours-Bordeaux has been launched recently with financial support from the EU through its innovative guarantee instrument with the EIB (the LGTT</p>

	<p>loan guarantee instrument); it can be considered as an example for innovative financial set up.</p>
Germany	<p>Inclusion of nearly all major axis in the comprehensive and core network, that are part of the DE planning framework for the next decade, eg Hamburg/Bremen to Hanover, Berlin-Munich, Karlsruhe-Basel.</p> <p>6 major DE ports in core network: Bremen, Bremerhaven, Wilhelmshaven, Lubeck, Hamburg, Rostock.</p> <p>DE therefore very well covered in terms of projects as well as in terms of the geographical coverage: in the present Guidelines, DE is very poorly covered!</p>
Greece	<p>Inclusion of major rail and road axis in the comprehensive and core network, as well of the ports of Thessaloniki, Athens (Piraeus), Igoumenitsa and Patras.</p> <p>Inclusion of many ports and airports on GR islands.</p>
Hungary	<p>Inclusion of nearly all major axis in the comprehensive and core network, that are part of the HU planning framework for the next decade; due to the geographical position of the main node of Budapest, the core network is very dense. This implies: inclusion of Danube and its ports, inclusion of rail and road links to Vienna, to Bucharest, to Belgrade, to Zagreb, to Ljubljana, to Bratislava.</p> <p>HU is therefore very well covered in terms of projects and maps!</p>
Ireland	<p>Inclusion of the major axis of IE in the comprehensive and core network, linking Dublin with Cork and Belfast, as well as with Limerick on the Atlantic Coast; Ireland therefore benefits from three core network ports and from a rather extensive network.</p>
Italy	<p>Inclusion of nearly all major axes in the comprehensive and core network, that are part of the IT planning framework for the next decade.</p> <p>IT therefore very well covered in terms of projects as well as in terms of the geographical coverage.</p> <p>The link between Naples and Palermo has been included: Palermo is a large urban zone (LUZ) of more than 1 million inhabitants and therefore is a node to be included and connected. Sicily also provides the most direct links to</p>

	<p>Malta and therefore this link is included in the Helsinki-Valetta corridor.</p> <p>Positive conclusion of Lyon-Torino: FR and IT concluded on a new sharing of the costs and concluded on most of the technical issues still outstanding; a letter co signed by both Ministers has been received.</p>
Latvia	<p>Inclusion of major axis in the comprehensive and core network, including Riga to Tallinn and Riga to Kaunas along the new Rail/Via Baltica alignment, as well as the link between Ventspils and the RU and BY border.</p>
Lithuania	<p>Inclusion of major axis in the comprehensive and core network, including the north-south Riga-Kaunas-Marijampole-Warsaw and the east-west Klaipeda-Kaunas-Vilnius-BU border in the core network.</p> <p>Rail Baltic: the final choice to include the new, future alignment as the works on upgrading the existing link are nearly completed.</p>
Luxemburg	<p>Inclusion of the Inland Waterway port of Merttert and of the Moselle river in the Core.</p> <p>Inclusion of the new rail link south of Luxemburg to Bettembourg.</p>
Malta	<p>Inclusion of two core ports: Valetta (capital) and Marsaxlokk (threshold).</p> <p>Inclusion of a planned link between both islands (Malta and Gozo) in the comprehensive network (road tunnel). It is expected that a feasibility study will shed light on this issue. Apart from grants for studies at the start, no further involvement than from innovative financial instruments is expected.</p>
Netherlands	<p>Inclusion of the entire Inland Waterway (IWW) network in the Core: for NL this is very important, given the many IWW and the foreseen major works on several of these axis.</p> <p>Inclusion of the new lock complexes for access to the Amsterdam and Terneuzen/Gent ports.</p> <p>Inclusion of Vlissingen, Rotterdam and Amsterdam as core ports (all due to their volume).</p> <p>Inclusion of a relatively dense comprehensive and core network due to the three ports and their hinterland connections; however, NL has been wanting to focus on a limited number of links in line with the methodology.</p> <p>NL is developing several innovative financing projects (Amsterdam locks,</p>

	A4 and A15 highways).
Poland	<p>Inclusion of nearly all major axis in the comprehensive and core network, that are part of the PL planning framework for the next decade.</p> <p>PL therefore well covered in terms of projects and maps; this is a major change compared to the current Guidelines and the Priority Projects.</p> <p>Double Y-grec for high speed has been included in the core (rail passengers). The planning horizon 2030 could be respected. As this project is for the moment not yet in a very advanced stage, the project list attached to the CEF foresees studies only. For the next MFF, it is expected that other rail projects would be implemented first given their state of preparedness.</p>
Portugal	<p>Inclusion of the core ports of Sines, Lisbon and Porto (Leixoes).</p> <p>Inclusion of major axis in the comprehensive and core network, notably Lisbon-Madrid and Porto- Valladolid.</p>
Roumania	Inclusion of Bucharest, Constanta and Timisoara as nodes of the core.
Slovakia	Inclusion of Bratislava and the UA border as nodes and therefore the inclusion of a rather dense comprehensive and core network
Slovenia	Inclusion of almost the entire road highway network and railway network in the comprehensive network but also in the core network given the geographical situation of SI and of its nodes (Ljubljana and Koper) and surrounding countries.
Spain	<p>Inclusion of nearly all major axis in the comprehensive and core network, that are part of the ES planning framework for the next decade.</p> <p>Mediterranean corridor: based upon the methodology, the Mediterranean corridor has been included all along the coast from FR via Barcelona and Valencia up to Carthagen and Almeria. From Almeria it follows an inland route to Granada and then to Sevilla. This routing allows to link the nodes of Valencia and Sevilla. The corresponding road alignment is via Malaga due to traffic intensities.</p> <p>Atlantic corridor linking Portugal via Madrid and Valladolid to the Basque</p>

	<p>country including Bilbao as a core port.</p> <p>Central Pyrenean crossing has been agreed with FR to be included in the comprehensive network: clearly, this link will not be realised until 2030, the feasibility studies are ongoing still., but both countries want to include it in a long term modal shift perspective.</p> <p>Project implementation in ES is very good so far. ES has a strong project portfolio. Important will be to integrate the rail freight network with its neighbours FR and PT which is foreseen to be taken forward further in the next MFF.</p>
Sweden	<p>Inclusion of major axis in the comprehensive and core network, including the 'Bothnian corridor'. In particular the inclusion of the Bothnian corridor is very important for SE.</p> <p>Inclusion in the project list of important project such as Göteborg-Malmö</p>
United Kingdom	<p>Inclusion of the major axis of UK in the comprehensive and core network, linking its main ports (notably Southampton and Felixstowe) with its many nodes.</p> <p>Inclusion of HS 2 in the comprehensive network for the moment: the consultation process in the UK is ongoing and results will be known soon; for the moment, no inclusion in the core is therefore possible.</p> <p>UK has been very supportive of the methodology: putting focus on the essential nodes and links between them. Therefore, there is largely support for the revision as such.</p>