



TRANS-EUROPEAN NETWORKS



Europe
on the move



The Channel Tunnel between the United Kingdom and the Continent is symbolic of trans-European networks. It is also an outstanding technical achievement, an example of European know-how (see also cover photo).

The single market created by the European Community is much more than the sum of the 12 national markets of its Member States. It has a dimension of its own. To provide maximum benefit to citizens and companies alike, it needs to create communication and distribution networks across the old borders between EC countries. The basic reference framework is no longer the nation-State but the entire Community. Former attitudes must change in order to provide at European level the network of arteries through which the economic and social lifeblood of a nation flow.

Some of these networks are already being created. The high-speed train system linking Paris, Brussels, Cologne, Amsterdam and (via the Channel Tunnel) London is the most striking example. But trans-European networks go beyond transportation. Other infrastructures like telecommunications and the supply of energy are equally vital. They also extend beyond the heartland of the European Community. They are just as essential to shrink distances between the outlying and central regions of the Community and in some cases between peripheral areas themselves. Links to neighbouring third countries are also needed.

'We need all our strength now that national borders between the Twelve are disappearing in the throes of a silent revolution.'

Jacques Delors, President
of the European
Commission

Infrastructure networks have for centuries been based on the needs of individual countries. However, in a single market Community, extensive road, rail, energy and other networks must be planned, involving goodwill and ongoing cooperation beyond national frontiers.



The Maastricht Treaty on European Union, signed in February 1992, formally recognized the importance of trans-European networks. As a result, the Community has a priority task to promote and support the rapid development of such networks in the fields of transportation, telecommunications and electricity and gas supplies.

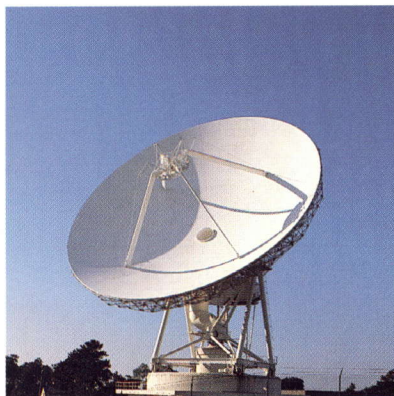
A CATALYST FOR THE SINGLE MARKET

The provision of a dedicated communication and distribution infrastructure will multiply the advantages of the single market and ensure that all regions of the Community benefit. The Community has set itself two priority tasks:

- to ensure that existing national networks can be connected to each other and can operate together;
- to improve access to these networks.

This requires national administrations to work together, to think 'European' instead of along exclusively national lines. Right now, for instance, a business seeking to create European telecommunications links with its branches or customers utilizing the networks of several countries faces a multitude of technical, administrative and even political problems. It also has to deal with a number of separate agents and cope with vastly different tariff structures.

The Community's task in helping Member States to define and develop trans-European networks will be to establish guidelines and identify projects of Com-



Telecommunications have already made great progress. However, in the Community's single market there is an urgent need for further improvement, possibly using new technology. Industry, financial institutions and business will be the main beneficiaries.

munity interest. It will support national governments' financial efforts by undertaking feasibility studies and, more especially, by providing loan guarantees and interest-rate subsidies for projects of common interest.

FINANCIAL VIABILITY

However, with the exception of transportation, many of the investment projects should be financed by the private sector via international capital markets. The responsibility for planning infrastructures will remain with the individual EC countries. The Community will provide guidance, coordination and political support to facilitate network integration.

In some areas, efforts will focus on better integration of existing networks, backed up by technical or regulatory standardization and by better overall interworking between them. But in others, the Community and the Member States must design future networks with the dimension — and the requirements — of the European single market as their reference point.

Given financial constraints, preference will go to projects which respond to a firm demand from current or future users of the network in question, as in the case of the transfer of electricity from a surplus producer region in one country to a deficit region in another. The projects should also produce significant economic and social benefits, which spread beyond their immediate geographical location. In the most successful projects, the volume of revenue generated from users of the network will guarantee profitability and, hence, private-sector financing.



National frontiers no longer restrict the ideas and attitudes of young people. They want to live in an enlarged, free Europe without internal frontiers.

A TRULY PAN-EUROPEAN DIMENSION

The closer ties forged between the Community and its neighbours in the EFTA countries and in Central and Eastern Europe require that future networks will also need to be seen in a pan-European context. Alpine transit between the North and South of the Community via Austria and Switzerland is already a special focus of attention because of high traffic volume and related environmental problems. The infrastructure needs of Central

The historic Kehl Bridge between France and Germany symbolizes Franco-German friendship. The European Community needs many such bridges to build up trans-European cooperation in all spheres of economic and social life.



'The Community has a "new look". Progress over the last six years towards 1992 and the single market has had a beneficial effect on our economic structures and economic behaviour. The result has been a collective revival, which can justifiably be called a new look Community.'

Jacques Delors

and Eastern Europe are enormous if countries of the region are to be successfully integrated into the same economic area as the Community and EFTA.

The Community's North African neighbours in the Maghreb are candidates for interconnection and interoperability with Europe's infrastructure networks, particularly as regards telecommunications and energy supply.

TRANSPORT

The single European market will increase the already heavy international traffic. The main initial flow of priorities will be to identify, plan and develop cross-border networks where infrastructures are presently inadequate or where bottlenecks and congestion are already a problem. These will focus on motorways, high-speed trains and the more widespread use of combined road-rail transport (especially in the context of Alpine transit) for freight. Other projects centre on ways to establish an integrated system of European air-traffic control and of coordinated radio-navigation systems for sea and inland waterway traffic.

The Community is already committed to giving financial support to a number of priority road-links, including two motorways and tunnels through the Pyrenees between France and Spain, a motorway connection between Lisbon and Madrid and better links between England and Ireland.

Rail projects concern essentially two high-speed networks, one serving the North of the Community and the other the South. The northern network connects London, Paris, Brussels, Amsterdam and Cologne with onward links to other destinations. The second is a Mediterranean backbone running from Seville via Madrid, Barcelona, Lyons, Turin und Milan to Venice.

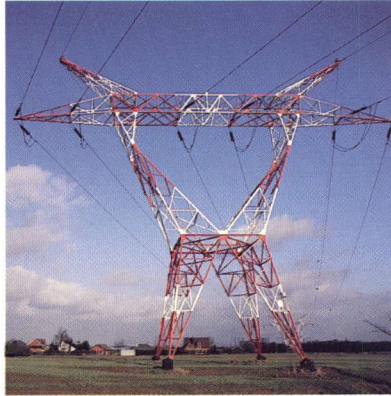


TELE- COMMUNICATIONS

As for telecommunications, one priority objective will be to improve transfrontier connections for business via data networks, using new digital technology, and the creation of a trunk network of high-capacity lines across the Community. Banks and financial institutions will enhance their electronic payments and clearing systems in anticipation of the move to economic and monetary union and the introduction of a single currency, the ecu (European currency unit). For the citizen, cross-border electronic payments facilities for credit card and other financial operations will also be developed.

Thanks to the Community, the first truly pan-European telecommunications networks are already being set up in the field of mobile telephones and radio-pagers. They enable people on the move to keep in touch throughout Europe using their own personal phone or pager. The Community took the lead in developing the common technical standards for this equipment and in allocating the necessary radio frequencies across the Continent.

The Community has also set itself the task of improving electronic computer-to-computer links between the central administrations of the Member States. Data will be transmitted electronically concerning customs statistics, value-added tax (VAT), excise duties, animal and plant health, etc., meeting the new rapid information needs for successfully running the single market.



ENERGY TRANSMISSION

In the energy sector, the Community's aim is to reinforce and gradually to integrate networks carrying natural gas and electricity across national frontiers. The initiatives must come essentially from the operators concerned on the basis of the economic viability of each project. But the



Electricity producers themselves should take the initiative to improve electricity supply, if they can be sure of doing so profitably. As for the Community, it has already decided on the priority projects it will support. These include new links between Italy and Greece, and between the United Kingdom and Ireland, both of which are needed urgently. Existing links will also have to be improved between the North and the South of the Community. Such investments will reinforce the Community's infrastructure, which is vital to future development.

Oil and gas, which are essential for economic development, must be supplied in the most efficient way. There are already several projects for new investments. The Community will grant financial aid to those that best serve the common interest. Work is already proceeding on a number of concrete projects, including the creation of links between the Federal Republic of Germany and its new Länder, and between mainland Italy and the islands of Sardinia and Corsica. There are also projects to improve gas supply to some frontier regions.

Community has already identified several priority projects for the interconnection of national electricity and gas distribution networks.

New interconnections for electricity grids should be created between Italy and Greece (1997) and between Ireland and the United Kingdom (1998). Elsewhere, existing links, particularly North-South, and between the Community and its neighbours will be reinforced. New interconnections with non-members should also be set up.

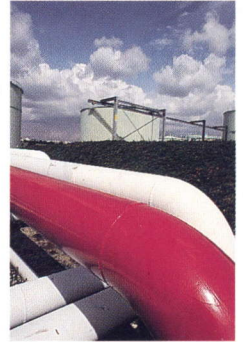
Several projects are already on the drawing-board for connections between natural gas distribution networks. These include links between the new German *Länder* and the rest of the country, between mainland Italy and the islands of Sardinia and Corsica as well as several cross-border bilateral and trilateral links in other parts of the Community. National distribution networks are planned for Greece (1994) and Portugal (1996).

Natural gas links with third countries are also being strengthened:

- the capacity of the Transmed pipeline between Tunisia and Italy is being increased (1992);
- new links are to be created between

Norway and Denmark and between Spain and Morocco (1995).

Besides helping towards the creation of an integrated European energy market, these projects will also improve the security of energy supplies for the Community as a whole.



The Community will lay down guidelines for projects of Community interest. It will support Member State projects by means of feasibility studies and by helping to finance new infrastructure networks.





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