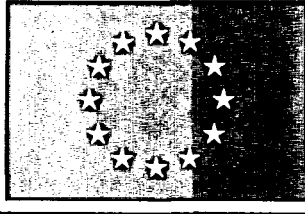
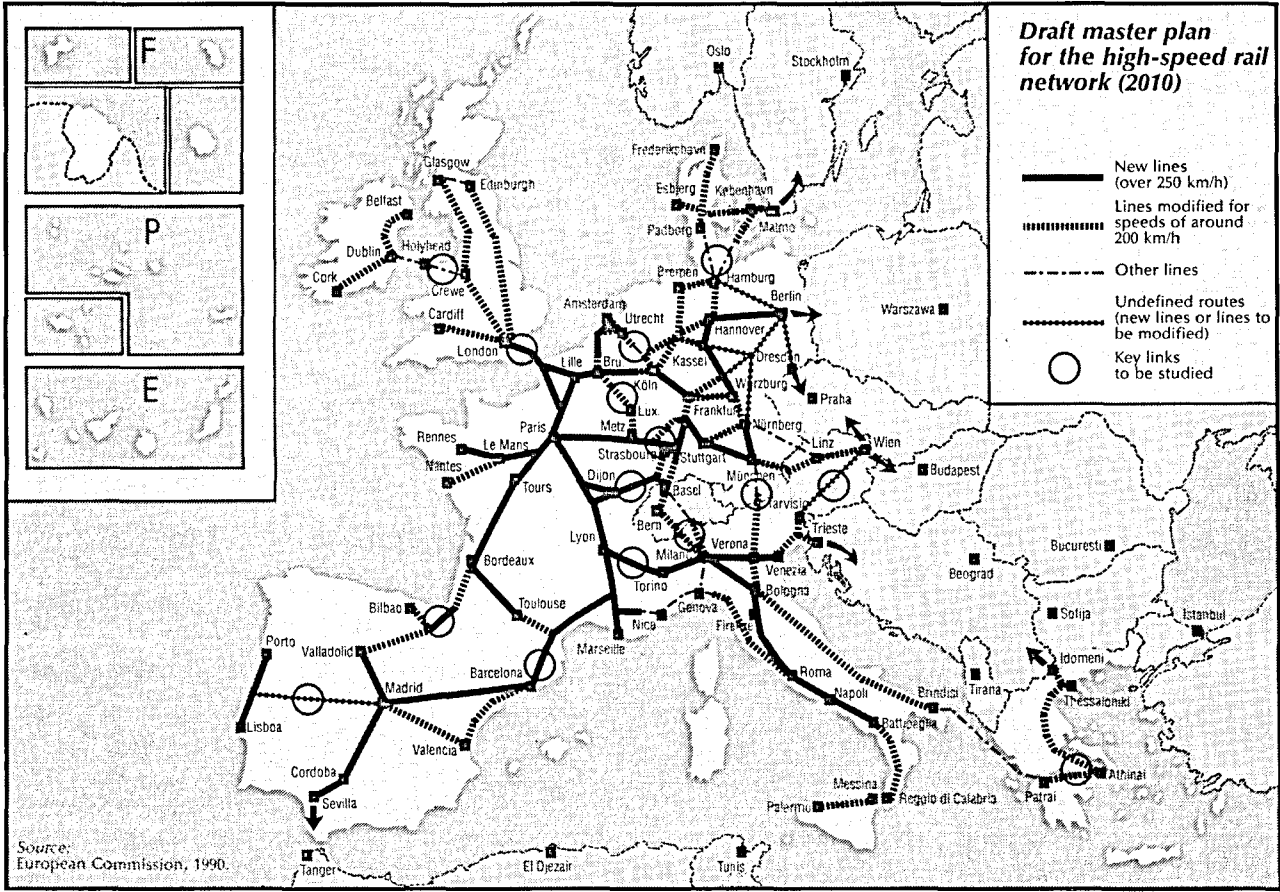


EUROPEAN
FILE



Transport, energy, telecommunications,
vocational training ...

Trans-European
networks
for a Community
without frontiers



The creation of a European area without internal frontiers allowing the free movement of persons, goods and services as from the end of 1992 presupposes and requires the establishment of genuinely trans-European networks — based on interconnection and interoperability of national networks already in existence or being developed — in sectors such as transport, energy, telecommunications and vocational training. Everyone will gain from this: individuals, industry, the business community and public administrations. On the eve of the third millennium it is high time to fill in the 'missing links' and to eliminate the bottlenecks at the points where the various national networks join; communications with the Community's outlying regions should be improved and consideration given to extending networks beyond the present territory of the Twelve towards northern, central and eastern Europe and towards the countries of the Mediterranean basin.¹

The message sent out by the European Commission in a communication published at the end of 1990 is based on several months' consultation with all the circles concerned, both private and public. The programme of action set out by the Commission has three aspects that are indissolubly linked:

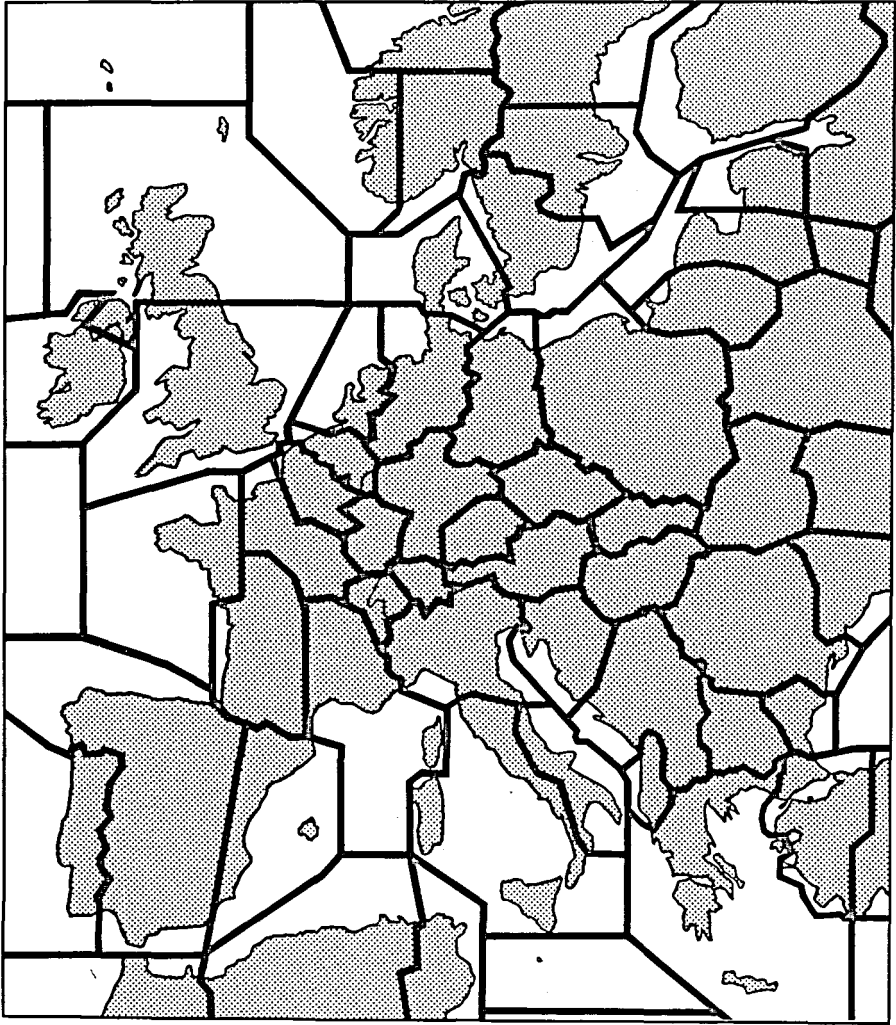
- **Priority projects** in the four areas under consideration: transport, energy, telecommunications and training. These projects take account of the need to cover the entire territory of the Community with a view to economic and social cohesion.
- **Horizontal measures** to promote the formation of European networks: the establishment of master plans, regulations and technical standards to ensure network interoperability and prevent the emergence of divergent national standards, the granting to certain projects of a 'declaration of European interest', conferring on them a label facilitating their implementation and funding, and the creation of a think-tank with Europe-wide coverage to collect all the necessary data for evaluating requirements and to identify the technical and financial constraints hindering the development of European networks.
- **Financial measures** to promote private funding (particularly by meeting the costs of prior feasibility studies) and to ensure that higher priority is given to trans-European networks in the future operation of the Community's budgetary and lending instruments. While the Commission's intention is that, as far as possible, funding should come predominantly from the private sector, public funding, which might include Community support, will be required in certain cases.

Transport: towards an intelligent combination of all existing resources

Although substantial headway has been made in both road and rail transport, the same unfortunately cannot be said of air transport and shipping.

¹ Manuscript completed in January 1991.

AIR-TRAFFIC CONTROL AREAS IN EUROPE



Source: Association of European Airlines, 1989.

- ❑ **Air transport.** In view of the worsening airport congestion, the measures decided upon so far are not ambitious enough. The Commission's view is that the present mosaic of 42 air-traffic control centres and 22 air-traffic control systems in Europe should be merged into a single system, to improve efficiency and reduce costs.
- ❑ **Shipping.** The lack of a political consensus among the Twelve is preventing concerted action at Community level, e.g. for developing port infrastructures on the Atlantic and Mediterranean seaboard.

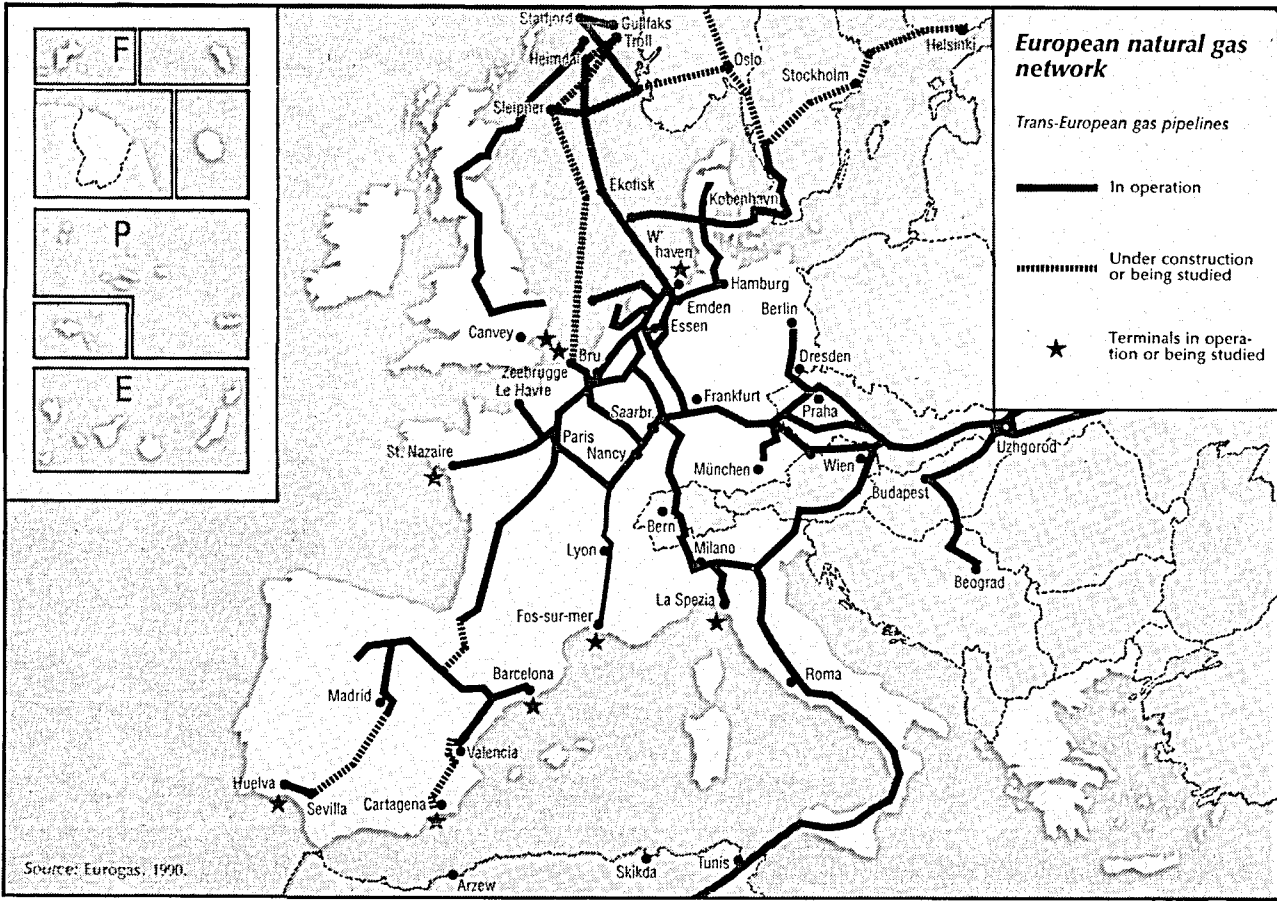
■ **Road transport.** Apart from a study to be carried out in 1991 on the future prospects for a Community motorway network up to the year 2010, the Commission is advocating European financial support for three types of project:

- Projects to link up existing networks: the Brenner route across the Alps from Italy to Northern Europe; links across the Pyrenees: Toulouse-Barcelona (through the Puymorens tunnel, to be completed in 1994), Toulouse-Madrid and Bordeaux-Valencia (through the Somport tunnel, to be completed in 1995).
- Other projects aimed at improving communications with outlying regions: the road link to Ireland (between Crewe and Holyhead in the United Kingdom), the Brindisi (Italy)-Patras-Athens route and the Madrid-Lisbon link.
- Lastly, other links to improve communications with the Community's neighbours; the Athens-Evzoni-Yugoslavia route and connections with the Scandinavian countries via the Aalborg-Frederikshavn motorway and the Fehmarn link.

■ **Rail transport.** There is no lack of specific projects in this sector; witness the building of the Channel Tunnel. The Commission has made several proposals in this area, one of which sets out a master plan for a high-speed network by the year 2010, including 9 000 km of new lines, 15 000 km of modified track and 1 200 km of links between main lines. In addition, it has identified 15 key links, often frontier links, where implementation essential to the smooth operation of the European network presents a number of difficulties. It also anticipates rapid progress in the technical compatibility of equipment.

The priorities adopted by the Commission relate to:

- A study in 1991 of the problems raised by the 15 key links already mentioned.
 - Major links: the northern route, Paris-London-Brussels-Amsterdam-Cologne, with connections to other Member States; the southern route, Seville-Barcelona-Lyons-Turin-Milan-Venice, with onward connections to Tarvisio and Trieste, and from Madrid to Lisbon and Oporto.
 - Improved communications with Ireland: the Dublin-Holyhead-Crewe and Dublin-Belfast routes.
- **Inland waterways.** Existing networks can be improved by connecting waterways, particularly in Germany (Mittellandkanal) and France (a study on the link between the Seine and the canals in northern France should be completed in 1991).
- **Combined transport.** The Commission is pressing for early implementation of a resolution adopted by the Twelve in November 1990 on a European combined transport network; a report is being prepared for mid-1991. Work on combined transport which has so far focused on rail/road modes — where



gauge unification on the United Kingdom-Benelux-Italy and Germany-Spain-Portugal routes (1991-92) and completion of the Brenner route (1990-2000) are of particular importance — will be extended to cover inland waterways and shipping in order to reflect the interest expressed by Member States.

Energy: towards gas and electricity networks for Europe

While it is primarily for the operators concerned to devise specific projects and determine their economic viability, a number of projects now being studied or under way are of manifest interest to the Community as a whole, either because they extend existing networks to other Member States or because they reinforce security of supply and optimum operation of production capacities. At this stage, the Commission has identified two priority sectors for energy interconnections: electricity and natural gas.

■ Electricity. The following are among the most interesting projects:

- Interconnections between Greece and Italy (1993) and between Ireland and the United Kingdom (1995).
- Reinforcement of a series of interconnections (1991-95) within certain countries (Germany, France, Belgium and the Netherlands) or between Member States: from France to Spain and Portugal in one direction and to Germany, Belgium, Italy and Switzerland in the other; from Italy to Austria and Switzerland; from Germany to the Netherlands, Denmark and Austria.

■ Gas. Here too there is a proliferation of projects, in particular:

- The 'Midal' project between Emden and Ludwigshaven (Germany) and the 'Zeepipe' project (Belgium), which should open up new ways of bringing in Norwegian gas (1991-93).
- The introduction of natural gas in Greece (1993) and Portugal (1994), three German projects (1991-93) to link up the eastern *Länder* and the interconnection of mainland Italy, Corsica and Sardinia.
- A series of interconnections between Member States: Ireland-United Kingdom (1993), France-Spain-Portugal, Belgium-Germany, Germany-Denmark, and United Kingdom-Continent.
- Some projects concern non-member countries: reinforcement of the Italy-Tunisia Transmed gas pipeline (1992), and interconnections between Denmark and Norway and between Spain and Morocco (1995).

Telecommunications: taking advantage of the opening-up of the market

It is for the business community to take advantage of the opening-up of the market at European level in order to create applications which meet its constantly

changing and rapidly growing needs. However, the authorities must still take a leading role in stimulating practical initiatives permitting better management of Community affairs with a view to proper functioning of the internal market. The abolition of physical, technical and tax frontiers between Community countries is generating new information needs.

In the Commission's view, there is a pressing need for computerized systems and modern rapid communications networks which will enable data to be exchanged between the Commission and the Member States, between Member States themselves and between public authorities and businesses, subject to compliance with the rules on the protection of private data.

Some projects are in hand, but much remains to be done.

- ❑ **In the customs field**, the national databases used in connection with the Common Customs Tariff (applicable to trade with non-member countries) must be improved and more effectively interconnected; an advanced system must be set up to administer the Common Customs Tariff, to monitor compliance with import quotas, to facilitate mutual assistance, etc. The anti-fraud campaign should benefit from a more highly developed system for electronic transmission of messages. There should also be improved monitoring of transit operations and export controls.
- ❑ **As regards indirect taxation**, the Twelve should fulfil the undertaking they gave in December 1990, namely that the computerized communications networks made necessary by the abolition of frontier formalities would be operative on 1 January 1993. This will permit the rapid exchange of information on VAT, the control of goods transferred between bonded warehouses and the electronic transmission of data for fraud prevention or detection.
- ❑ **In the veterinary and plant health fields**, a European data-exchange system should enable the Community and the Member States to facilitate the movement of animals, meat and plants while guaranteeing satisfactory health and hygiene conditions and preventing the spread of animal and plant diseases.
- ❑ **In the field of statistics**, consistency of national data gathered at Community level should be improved, and wider dissemination ensured.

In addition, a special effort should be made in three sectors of concern to the general public:

- ❑ **Road traffic.** Modern systems for managing intercity and urban traffic would make it possible to reduce traffic congestion and accident risks. Pilot projects launched in 1991 and 1992 should lead to a genuinely European traffic management system in 1994.
- ❑ **Payment systems.** Action should be taken to develop readily accessible low-cost systems allowing, for example, individuals to obtain cash from automatic teller machines anywhere in Europe.
- ❑ **Telephone services.** A feasibility study on a European electronic telephone directory is to begin in 1991. The year 1993 will see the launch, in accordance

with the undertakings given, of the first phase of a pan-European integrated services digital network enabling the development of new electronic data-transmission services combining data-processing and telephone facilities. In addition, frequencies will have to be reserved throughout the Community to facilitate cordless telephone, mobile phone and radio-paging services. The development of genuinely European standards in these areas should help industry, which has had to contend for too long with disparities between national systems, to benefit from the economies of scale inherent in a large integrated market. It should also relieve users of the need to worry about the existence of frontiers.

Vocational training: another step towards a people's Europe

Long overlooked, vocational training at European level is a priority on the eve of the single market. Many branches of industry are complaining about the dearth of skilled manpower.

Vocational training still differs greatly from one Member State to another. The Commission would like to speed up the creation of European networks capable of increasing transparency of the different systems, thereby facilitating vocational and geographical mobility in employment, and to encourage more extensive use of the advantages of electronic data transmission, particularly in the case of distance teaching.

The following are some of the suggestions made by the Commission:

- ❑ the setting-up of an information network on vocational training systems;
- ❑ the extension of an existing electronic network to enable initial and continuing training centres to exchange information and data between teachers and trainees in all Community languages;
- ❑ the creation of a databank concerned with equivalence of vocational qualifications and directly accessible to public and private organizations;
- ❑ the setting-up of a databank containing requests for business partnerships under the various transnational training projects covered by Community programmes such as Comett, which promotes cooperation between industry and higher education;
- ❑ the expansion of existing transnational distance teaching and training systems.

Whether they involve training, telecommunications, energy or transport, trans-European networks must increase the operational efficiency of existing national networks by helping them to develop concurrently with changing patterns in the movement of people, goods and services within the Community. These networks are destined to become the main arteries in a Europe without frontiers, supplying all the Member States and all regions and providing a stimulus to more harmonious and more equitably shared development for the benefit of all.



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