



**Industry Consultation Body**

ICB Information Paper

Use of TEN-T funds to support SESAR  
deployment

This information paper discusses the financial mechanisms available to fund SESAR deployment and in particular TEN-T and CEF.

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## Document information

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## 1 INTRODUCTION

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This paper is intended to provide the ISG with an update on TEN-T funding mechanisms. It provides background information regarding the TEN-T funding process, the categories of projects that are funded and the breakdown of funding between the categories of projects. Furthermore, it describes the future mechanisms of TEN-T funding, including the Connecting Europe Facility, which will run from 2014-2020 and the ongoing revision to the TEN-T guidelines.

The paper also reviews potential innovative funding and financing methods, such as a Deployment Fund or Project Bonds.

Obtaining public funding is seen as a key element to achieving the implementation of SESAR. Hence, the ICB has agreed that lobbying activities should be undertaken both to Member States and also to the European Parliament. The paper describes the lobbying activities and the relevant committees and rapporteurs to approach.

The paper is structured as follows:

- Section 2: Overview of current arrangements for TEN-T
- Section 3: Future Proposals including the Connecting Europe Facility and the revision of TEN-T Guidelines
- Section 4: Innovative Financing and Project Bonds
- Section 5: Proposed Lobbying Activities

## 2 OVERVIEW OF TEN-T

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This section provides background information on the current arrangements for TEN-T. These will be replaced for the next EU Financial Perspective (2014 to 2020). Future arrangements are discussed in Section 3.

### 2.1 TEN-T objectives

TEN-T provides support to European transport projects in order to coordinate improvements to primary communication links between Member States. It resulted from a decision made by the European Parliament and Council in July 1996. TEN-T is involved in a wide range of programmes covering all major modes of transport (air, rail, road, and maritime/inland waterway) as well as logistics and intelligent transport systems.

The objective of TEN-T funding is to provide integrated and intermodal long-distance high-speed routes for the movement of people and freight throughout Europe. Through this initiative the trans-European transport network seeks to facilitate the functioning exchanges between Member States and strengthen Europe's economic and social cohesion.

A number of issues have been identified as causing major disruptions to European networks: missing links, poor east-west connections, fragmented infrastructure and a lack of interoperability.

Those issues are being addressed according to TEN-T top-level objectives summarised below:

- Provide adequate facilities in order to ensure global coverage of the EU territory and encourage the exchange of persons, goods and services.
- Harmonisation of the network to provide seamless interconnections between transport modes.
- Deliver and maintain an environmentally-conscious, efficient and economically-viable network.

In order to provide these services, the TEN-T policy relies on financial instruments being available to support projects with the highest value to the European transport network. Funding is made available through the granting of Community aid, after a stringent selection process. The projects encompassed within TEN-T are managed by the Trans-European Transport Network Executive Agency (TEN-T EA).

### 2.2 TEN-T EA

The Trans-European Transport Network Executive Agency was created in 2006 (see annex A.2) to implement and manage TEN-T programmes on behalf of the European Commission. This independent Brussels-based institution is responsible for all open TEN-T projects under the 2000-2006 and 2007-2013 funding schemes.

Its principal role is to provide financial support to TEN-T initiatives and ensure strategic management of those projects:

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- Management of TEN-T projects:
  - Assist the European Commission in determining eligible projects.
  - Participate in the application, evaluation and selection process.
  - Monitor project implementation by reporting to the European Commission.
  - Promote programmes to all stakeholders and increase their visibility to citizens.
- Financing of selected TEN-T projects:
  - Ensure coordination of financial aid to promote projects also benefiting from the Structural Funds, the Cohesion Fund and the European Investment Bank (EIB).
  - Provide technical assistance to project promoters regarding financial engineering and finalise common evaluation methods.
  - Adopt budget implementation instruments.

The TEN-T EA is managed by a steering committee and a director, who are both appointed by the Commission, along with specialist staff. Refer to annex A.1 for more details.

The TEN-T EA is not involved in policy-making issues related to the TEN-T programme. These are within the scope of the Directorate-General for Mobility and Transport (DG MOVE). A clear distinction between the role and activities of those two bodies is important, as summarised in Table 1:

European Commission (DG MOVE): defines the policy	TEN-T EA: turns the policy into action
<ul style="list-style-type: none"> <li>• Makes political decisions regarding the TEN-T programme</li> <li>• Defines strategy, objectives and priority areas of action</li> <li>• Takes the final financing decisions</li> <li>• Monitors and supervises the Agency</li> </ul>	<ul style="list-style-type: none"> <li>• Implements the TEN-T programme on behalf of the European Commission and under its responsibility</li> <li>• Efficiently manages entire project lifecycle, including:               <ul style="list-style-type: none"> <li>- Organising calls and evaluations</li> <li>- Giving support to Member States</li> </ul> </li> <li>• Prepares financing decisions</li> <li>• Provides key feedback to the European Commission</li> </ul>

*Table 1 – Distinction between the role of the TEN-T EA and DG MOVE*

## 2.2.1 Funding sources

The TEN-T implementation is supported by the European Commission by means of several sources:

- National governments.
- European Community funds (ERDF, Cohesion Funds, TEN-T budget).
- Loans from international financial institutions (e.g. the European Investment Bank and credit guarantees).
- Grants (studies and work phases).
- Private sector funding.

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The TEN-T EA receives a subsidy entered in the European Communities' general budget. This subsidy is taken from the overall financial allocation for Community action in the field of TEN-T.

### 2.2.2 Financing Engineering Sector

To help coordinate these financial instruments and encourage private sector investments, the TEN-T EA established a dedicated Financing Engineering Sector. This entity acts on several fronts, focussing on the promotion of TEN-T projects in order to stimulate inputs from the industry and identify potential Public-Private Partnerships. Additionally, it supports initiatives by optimising the use of funds and offers technical assistance regarding financing aspects.

### 2.2.3 Funding process

In order to obtain European funding, eligible projects have to undergo a well-defined process, detailed in annex A.3. Each prospective candidate needs to apply by responding to calls for proposals. Then, evaluation and selection is carried out before negotiations on contractual terms are agreed by the nominated projects.

## 2.3 Calls for proposals

Each year, the TEN-T EA launches annual and multi-annual calls for proposals in order to select appropriate projects for funding. The multi-annual call is aimed at stimulating the implementation of the TEN-T priority projects and to address some horizontal priorities, with a target completion date of 2020. The annual calls are intended to help flexible, short-term projects that complement strategic initiatives. Due to TEN-T's objective for harmonisation, the majority (80-85%) of the budget is dedicated to multi-annual calls.

## 2.4 Types of projects and priorities

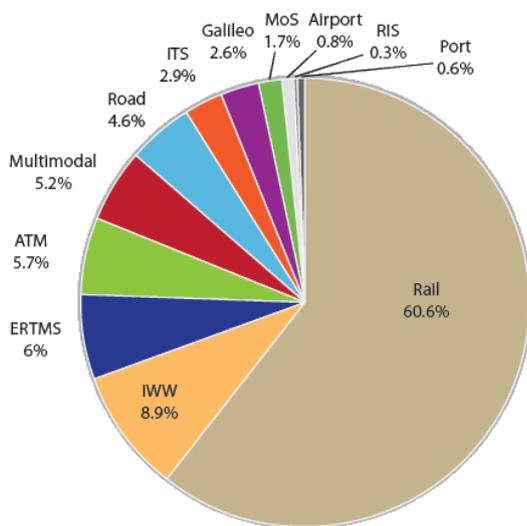
TEN-T projects are either preparatory/feasibility studies, or construction works for transport infrastructure, for all modes: road, rail, maritime, inland waterways, air transport, logistics, modality and innovation (Intelligent Transport Systems; decarbonisation).

The projects that are funded are categorised in one of the following three ways:

- **Priority Projects.** This consists of 30 projects that have been identified according to their European added-value and their contribution to the sustainable development of transport. Their completion - planned for 2020 - will improve the economic efficiency of the European transport system and provide direct benefits for European citizens. The majority of these priority projects are related to rail.
- **Horizontal priorities** aim to improve the efficiency of current transport networks. They include priorities such as SESAR, Intelligent Transport Systems for Road and European Rail Traffic Management System for rail. They are mainly funded under a Multi-Annual Programme, which suits the longer-term nature of TEN-T projects and addresses the highest TEN-T priorities.
- **Other projects of common interest** addressing key issues are funded under the Annual Programme that gives specific focus to new TEN-T priorities and is more flexible due to its annual nature.

## 2.5 Allocation of TEN-T funds

Airports and Air Traffic Management projects are within the scope of TEN-T, with SESAR in particular attracting the majority of aviation-related funding. Under the current 2007-2013 financial perspective, 11 airport projects and 14 ATM projects are either in development or have been completed.

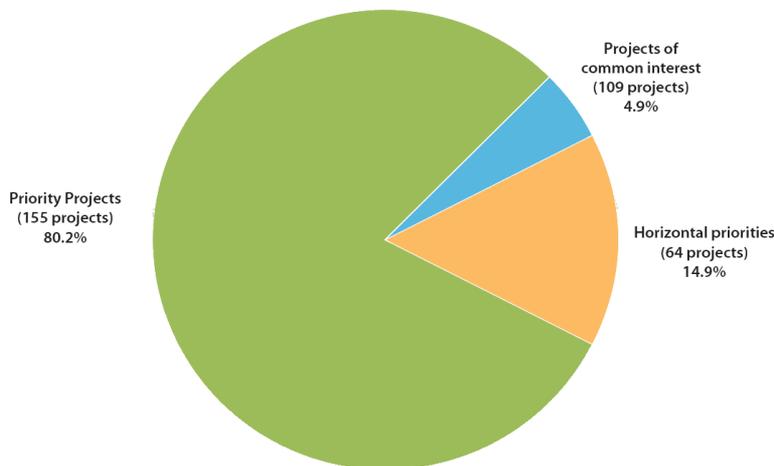


TEN-T EA budget is distributed according to the agency priority, with the majority of funds allocated to the rail sector. At least 55% of the funding for transport infrastructure projects is allocated to railways and a maximum of 25% to roads.

As Figure 1 illustrates, the combined share dedicated to ATM and airports projects account for 6.5% of funding for the current (2007-2013) financial perspective. This represents around €470 million of the initially awarded €7.23 billion budget.

*Figure 1 - Share of TEN-T funding by transport mode*

SESAR is considered as a horizontal priority. Figure 2 illustrates the share of TEN-T contribution by project category for the same financial year.



*Figure 2 - Share of TEN-T contribution by project category*

Projects relating to horizontal priorities account for €1.08 billion of the €7.28 billion under the initial award for TEN-T.

## 2.6 Current ATM projects

The TEN-T Executive Agency is involved in a number of aviation-related projects that can be categorised as one of the following:

- **Airports:** aimed at improving individual airport infrastructure, especially their integration with other modes of transport (see annex A.4.2).
- **Functional Airspace Blocks:** aimed at defragmenting national airspace across Europe to improve performance (see annex A.4.3).
- **Other ATM projects:** aimed at introducing novel concepts and procedures bringing a substantial improvement (see Table 2 - ATM-related TEN-T projects).

The SESAR Development Phase in itself has its own dedicated project (*2007-EU-40010-S SESAR*). In addition to this, other initiatives have been funded through the TEN-T Executive Agency, as shown in Table 2:

TEN-T project code	Project title
2009-EU-40005-E	Green and predictable flights – North European Air Navigation Service Providers
2009-IT-40022-E	Italy Integration of Communication and Surveillance IP1
2009-EU-40068-E	Airborne Datalink Equipment
2009-HU-40043-E	Establishment of a New ATM Centre for Enhancement of Operational Safety and Capacity at HungaroControl Pte. Ltd. Co.
2011-EU-93005-S	ANSPs coordination within Interim Deployment Steering Group (IDSG) <sup>1</sup>
2011-EU-93129-P	Air traffic management network integration and performance enhancement acceleration <sup>1</sup>

*Table 2 - ATM-related TEN-T projects (excluding FAB-related projects)*

This provides an indication of the scope of projects covered by the TEN-T EA, illustrating the great diversity of initiatives currently encompassed by the organisation. Consequently, it also highlights the type of opportunities that could be considered in the future and be eligible for funding.

## 2.7 ATM and the current financial perspective

### 2.7.1 2012 call for proposals

In 2012 the call for proposals took place from 10<sup>th</sup> January to 13<sup>th</sup> April. The aim was to allocate €200m of a €240m budget, and distribute it to eligible TEN-T projects. Since the funding allocation for ATM is not defined, the decisions will be based on the

<sup>1</sup>

[http://tentea.ec.europa.eu/en/news\\_events/newsroom/eu\\_grants\\_almost\\_%80200\\_million\\_to\\_support\\_key\\_ten-t\\_infrastructure\\_projects.htm](http://tentea.ec.europa.eu/en/news_events/newsroom/eu_grants_almost_%80200_million_to_support_key_ten-t_infrastructure_projects.htm)

quality of proposals. This particular fund will be allocated to projects to be completed by the end of 2014.

### 2.7.2 Call for proposals in 2013

The 2013 multi-annual call for proposals opened on 28<sup>th</sup> November 2012 and will close on 28<sup>th</sup> February 2013. The call is for more than €1 billion with €50 million for ATM. This amount is indicative and will depend on the number and quality of proposals that are submitted; there is scope for funds to be increased or reduced.

The focus of the call is the Interim Deployment Programme up to the end of 2014. Therefore, the scope is to finance projects associated with essential operational changes to the end of 2015, with initial results demonstrated and delivered by the end of 2013, in line with the Interim Deployment Plan implementation.

There are four main criteria for project assessments. These are that proposals should be:

- Mature, such that IOC is expected by the end of 2014
- Relevant to existing regulations
- Critical to network performance
- Require multi-stakeholder synchronisation.

Additionally, projects which will be developed as part of a FAB are deemed to deliver additional benefits from the Commission's point of view.

The financial support of TEN-T can cover up to 20% of the actual cost of implementing a project or 50% for studies. Projects that began from 1<sup>st</sup> January 2013 and which are on-going until the end of 2015 are eligible for funding – i.e. funding can be applied for retrospectively.

### 2.7.3 Future call for proposals

For implementation steps beyond the Interim Deployment Plan, the way forward is unclear. Although an indicative amount of €3 billion has been earmarked for SESAR, this is currently unconfirmed. The allocation of funding is expected to be dependent upon the processes used in deployment.

## 3 FUTURE ARRANGEMENTS

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### 3.1 Introduction

Two key pieces of legislation are currently undergoing the co-decision procedure which will define the availability of TEN-T funds for air transport in the next financial perspective:

- Connecting Europe Facility
- Revision of TEN-T Guidelines

This section provides a quick synopsis of each, an indication of how air transport and SESAR in particular is included within the proposals and the current status of the proposals. The relevant documents are on the EC website<sup>2</sup>.

### 3.2 Connecting Europe Facility

#### 3.2.1 Synopsis

The “Connecting Europe Facility” (CEF) is a proposed integrated financial instrument for investing in EU infrastructures in relation to TEN projects covering transport, energy and telecommunications. The legislative proposal<sup>3</sup> is supported by an impact assessment<sup>4</sup>. A draft report on the proposal has been published (18<sup>th</sup> September 2012) with 103 suggested amendments<sup>5</sup>.

The CEF will act as a common focal point for network-related projects and coordinated funding for the next EU financial perspective (between 2014 and 2020).

The proposed budget for the CEF is €50 billion between 2014 and 2020. This value is composed of €40 billion directly from the CEF, and an additional €10 billion from the Cohesion Fund for transport infrastructure.

The €40 billion of the CEF has been allocated in the following way:

- €9.1 billion for energy.
- €21.7 billion for transport.
- €9.2 billion for digital/telecommunications.

<sup>2</sup> [http://ec.europa.eu/transport/infrastructure/revision-t\\_en.htm](http://ec.europa.eu/transport/infrastructure/revision-t_en.htm)

<sup>3</sup> [http://ec.europa.eu/commission\\_2010-2014/president/news/speeches-statements/pdf/20111019\\_2\\_en.pdf](http://ec.europa.eu/commission_2010-2014/president/news/speeches-statements/pdf/20111019_2_en.pdf)

<sup>4</sup>

[http://www.europarl.europa.eu/registre/docs\\_autres\\_institutions/commission\\_europeenne/sec/2011/1262/COM\\_SEC\(2011\)1262\\_EN.pdf](http://www.europarl.europa.eu/registre/docs_autres_institutions/commission_europeenne/sec/2011/1262/COM_SEC(2011)1262_EN.pdf)

<sup>5</sup> <http://www.europarl.europa.eu/committees/en/tran/subject-files.html?id=20120411CDT42728#menuzone>

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Combining the €21.7 billion earmarked for transport in the CEF with the €10 billion for transport infrastructure from the Cohesion Fund results in a total of €31.7 billion for transport related projects between 2014 and 2020.

The vast majority (80%) of this €31.7 billion fund will be used to support:

- Core network projects, which are considered to be priority projects along the ten implementing corridors on the core network (listed in annex A.4.1). Funding will also be available for a limited number of other projects of high European added value to the core network.
- Funding for horizontal projects, which are considered to be IT related projects. SESAR is one such horizontal project.

Funding from the CEF is limited to a certain percentage of the overall cost of the project. For studies, the amount of Union financial aid shall not exceed 50% of the eligible costs. The limit on the actual funding of works in ATM is not so clearly defined. The regulation does not refer directly to ATM financing when setting these limits, and instead refers to:

- Rail and inland waterways, with a limit of 20%, increasing to 30% if the project addresses a bottleneck and 40% for cross-border initiatives.
- Inland transport connections to ports, airports and multi-modal platforms etc, with a limit of 20% of the value of the project.
- With regard to grants for traffic management systems and services:
  - The European Rail Traffic Management System (ERTMS): the amount of Union financial aid shall not exceed 50% of the eligible cost;
  - Traffic management systems, freight transport services, as well as actions to support the development of Motorways of the Seas: the amount of Union financial aid shall not exceed 20% of the eligible cost.

Commission guidance material on the use of common projects for SESAR deployment suggests that the limit of co-funding for SESAR-related works is 20% of the project value<sup>6</sup>.

Expectations from the CEF are high. The Commission has calculated that the €31.7 billion could generate between €140 and €150 billion of investment on the European Core Network thanks to the leveraging effect.

### 3.2.2 Inclusion of air transport

Air transport is recognised in CEF, in particular SESAR is one of three horizontal projects. The key statement is Recital 11:

*Based on an analysis of the transport infrastructure plans of Member States, the Commission estimates that investment needs in transport amount to EUR 500 billion in the entirety of the TEN-T network for the period 2014-2020, of which an estimated*

<sup>6</sup> Establishing guidance material on common projects for SESAR deployment. DG MOVE Orientations (9.07.2012).

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*EUR 250 billion will need to be invested in the core network of the TEN-T. Given the resources available at Union level, concentration on the projects with the highest European added value is necessary to achieve the desired impact. Support should therefore be focussed on the core network (in particular, the core network corridors) and on the projects of common interest in the field of traffic management systems (notably the air traffic management systems resulting from SESAR which require Union budgetary resources of about EUR 3 billion).*

This is the only mention of the €3Bn for SESAR deployment. The legislative financial statement (annex to the regulation) estimates the cost of SESAR as €30Bn.

Providing rail links to airports is a key feature of the priority projects – with the objective that all core airports are connected to the railway network.

### 3.2.3 Current Status of legislation

The legislation defining the CEF is currently going through the co-decision process. According to the procedure file for the co-decision process<sup>7</sup>, the Regulation has undergone an initial debate in Council on 7<sup>th</sup> June 2012. It is understood that Council discussions put pressure on the Commission to reduce the overall budget in line with austerity measures being followed by national governments.

For the European Parliament, the TRAN Committee is responsible for producing the opinion. A public hearing on the 24<sup>th</sup> April was held<sup>8</sup>. A draft opinion is available<sup>9</sup> suggesting 24 amendments regarding funding from the CEF relationship with the Cohesion fund, a stronger focus on cross-border projects and a 'deeper' connecting facility to strengthen investment in key infrastructure.

The joint committee meeting of the TRAN and ITRE committees tabled 103 amendments in a draft report<sup>10</sup> available from 20<sup>th</sup> July 2012. This was followed by a further 640<sup>11,12,13</sup> amendments tabled in committee and available in October 2012.

These amendments were voted on in the joint committee meeting held on 18<sup>th</sup> December 2012. The legislation is now awaiting a first reading in Parliament/single reading/budget first stage.

<sup>7</sup> <http://www.europarl.europa.eu/oeil/popups/ficheprocedure.do?id=596795>

<sup>8</sup> <http://www.europarl.europa.eu/committees/en/tran/events.html>

<sup>9</sup> <http://www.europarl.europa.eu/sides/getDoc.do?type=COMPARE&reference=PE-491.329&format=PDF&language=EN&secondRef=01>

<sup>10</sup> <http://www.europarl.europa.eu/sides/getDoc.do?pubRef=-//EP//NONSGML+COMPARE+PE-491.110+02+DOC+PDF+V0//EN&language=EN>

<sup>11</sup> <http://www.europarl.europa.eu/sides/getDoc.do?pubRef=-//EP//NONSGML+COMPARE+PE-496.337+01+DOC+PDF+V0//EN&language=EN>

<sup>12</sup> <http://www.europarl.europa.eu/sides/getDoc.do?pubRef=-//EP//NONSGML+COMPARE+PE-496.338+01+DOC+PDF+V0//EN&language=EN>

<sup>13</sup> <http://www.europarl.europa.eu/sides/getDoc.do?pubRef=-//EP//NONSGML+COMPARE+PE-497.891+01+DOC+PDF+V0//EN&language=EN>

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The ICB were particularly concerned about Amendment 66 which would have limited EU funding to ground equipment at only 20%. A compromise amendment was adopted as follows:

### Article 10– paragraph 2 – point c

#### *Text proposed by the Commission*

(c) with regard to grants for traffic management systems and services:

(i) the European Rail Traffic Management System (ERTMS): the amount of Union financial aid shall not exceed 50% of the eligible cost;

(ii) *traffic management systems*, freight transport services, secure parkings on the road core network, *as well as actions to support the development of Motorways of the Seas*: the amount of Union financial aid shall not exceed 20% of the eligible cost.

#### *Amendment*

(c) with regard to grants for traffic management systems and services:

(i) the European Rail Traffic Management System (ERTMS), *river information services (RIS), Vessel Traffic Monitoring and Information Systems (VTMIS), SESAR and road traffic management systems (ITS)*: for land-based components the amount of Union financial aid shall not exceed 50% of the eligible cost; *for onboard equipment the amount of Union financial aid shall not exceed 40% of the eligible cost for ERTMS and 20% of the eligible cost for RIS, VTMIS, SESAR and ITS for the road sector up to a combined ceiling of 5% of the budgetary resources referred to in Article 5(1)(a)*;

(ii) freight *and combined* transport services *and* secure parkings on the road core network: the amount of Union financial aid shall not exceed 20% of the eligible cost;

*(iia) actions to support the development of Motorways of the Sea: the amount of Union financial aid shall not exceed 30% of the eligible cost;*

*(ca) with regards to grants for actions supporting new technologies and innovation for all modes of transport: the amount of Union financial aid shall not exceed 20% of the eligible cost.*

Therefore, while the Commission was suggesting a 20% co-financing rate on SESAR in general and the rapporteurs a restriction of this co-financing to land-based components, it is believed that this text is a positive result for SESAR in that co-financing for on-board equipment is 20% (with a capping of 5% of the CEF transport envelope) and the co-financing rate for land-based components was raised from 20 to 50%.

## 3.3 Revision of TEN-T Guidelines

### 3.3.1 Synopsis

A revision of the TEN-T guidelines is currently undergoing co-decision and is awaiting the first reading in Parliament<sup>14</sup>. The legislative proposal<sup>15</sup> is supported by an impact assessment<sup>16</sup>. The proposals were developed following a wide and intensive public stakeholder consultation which included a green paper (on which an ICB position was adopted). A committee draft report became available on 19<sup>th</sup> July 2012<sup>17</sup> with 79 suggested amendments. A further 913 amendments were tabled in committee in October 2012. A vote took place on 18<sup>th</sup> December 2012, the results of which are currently unknown. The legislation is awaiting a Parliament first reading/single reading/budget first stage.

The existing TEN-T guidelines were adopted in 2010.<sup>18</sup> The main objective of the proposed revision is to *“establish a complete and integrated trans-European transport network, covering all Member States and regions and providing the basis for the balanced development of all transport modes in order to facilitate their respective advantages, thereby maximising the value added for Europe of the network”*.

The revised guidelines will define a long term strategy for TEN-T policy up to 2030/2050. In particular, five issues are said to be addressed:

- Cross-border links.
- The disparity in quality and availability of infrastructure between and within Member States.
- Fragmentation between transport modes: hence an emphasis on multi-modal transport.
- That investments in transport infrastructure should contribute to a 60% reduction in greenhouse gas emissions by 2050.
- Lack of interoperability.

The guidelines are based on a dual layer approach:

- Comprehensive network: The basic layer consisting of all existing and planned infrastructure meeting the requirements of the guidelines.

<sup>14</sup> <http://www.europarl.europa.eu/oeil/popups/ficheprocedure.do?lang=en&procnum=COD/2011/0294>

<sup>15</sup> [http://eur-lex.europa.eu/smartapi/cgi/sga\\_doc?smartapi!celexplus!prod!DocNumber&lg=EN&type\\_doc=COMfinal&an\\_doc=2011&nu\\_doc=650](http://eur-lex.europa.eu/smartapi/cgi/sga_doc?smartapi!celexplus!prod!DocNumber&lg=EN&type_doc=COMfinal&an_doc=2011&nu_doc=650)

<sup>16</sup>

[http://www.europarl.europa.eu/registre/docs\\_autres\\_institutions/commission\\_europeenne/sec/2011/1212/COM\\_SEC\(2011\)1212\\_EN.pdf](http://www.europarl.europa.eu/registre/docs_autres_institutions/commission_europeenne/sec/2011/1212/COM_SEC(2011)1212_EN.pdf)

<sup>17</sup> <http://www.europarl.europa.eu/oeil/popups/ficheprocedure.do?lang=en&procnum=COD/2011/0294>

<sup>18</sup> Decision No 661/2010/EU of the European Parliament and of the Council of 7 July 2010 on Union Guidelines for the development of the trans-European transport network (recast), OJ L L 204, 5.8.2010, p. 1.

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- Core network: Overlays the comprehensive network and consists of the strategically most important parts. It is intended as the “backbone of the multi-modal mobility network” and “concentrates on those components of TEN-T with the highest European added value: cross-border missing links, key bottle-necks and multi-modal nodes”.

The proposal contains the following main elements:

- TEN-T will be developed gradually through the implementation of a dual layer approach, comprising a comprehensive network and a core network.
- The comprehensive network is to be in place by 31<sup>st</sup> December 2050 at the latest, whereas the core network is to be implemented as a priority by 31<sup>st</sup> December 2030.
- The guidelines set the framework for identifying projects of common interest. These projects contribute to the development and establishment of TEN-T through the creation, maintenance, rehabilitation and upgrading of infrastructure, through measures to promote the resource-efficient use of infrastructure and by enabling sustainable and efficient freight transport services.
- With a view to cooperation with third and neighbouring countries the European Union may promote projects of mutual interest.
- Freight terminals, passenger stations, inland ports, maritime ports and airports will connect transport modes in order to allow multi-modal transport.
- Core network corridors are an instrument for implementing the core network. They are to be based on modal integration and interoperability and lead to coordinated development and management.
- European Coordinators will facilitate the coordinated implementation of the corridors, in cooperation with corridor platforms to be established by Member States concerned.
- Each corridor platform will establish a multi-annual development plan, including investment and implementation plans, as a management structure. Based on this information the Commission will adopt implementing acts (decisions) for each corridor.
- The proposal calls for regular revision of the annexes by means of delegated acts in order to update the maps of the comprehensive network. It also envisages a review of the core network by 2023.

### 3.3.2 Inclusion of air transport

For the comprehensive network, the inclusion of air transport is set out in Articles 28 through 31. Article 28 refers to “maps” which define the airports considered part of the comprehensive network. These maps also define the airports considered part of the core network. The maps may be found on the Commission web-site<sup>19</sup>.

<sup>19</sup> [http://ec.europa.eu/transport/infrastructure/revision-t\\_en.htm](http://ec.europa.eu/transport/infrastructure/revision-t_en.htm)

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Article 29 defines the infrastructure components as:

- Airspace, route and airways;
- Airports;
- Associated equipment;
- ITS.

It also provides a definition of airports that are included in the comprehensive network.

Article 30 requires Member States to ensure that infrastructure for air traffic management enables the implementation of the Single European Sky.

Finally, Article 31 sets the priorities as follows:

- Optimising existing infrastructure.
- Increasing airport capacity.
- Supporting the implementation of the Single European Sky and of air traffic management systems, in particular those deploying SESAR.

The inclusion of air transport appears to be sufficient; particularly when read in conjunction with the priority provided to SESAR within the CEF.

### 3.3.3 Current status of legislation

The applicable legislation is undergoing co-decisions. As with the CEF legislation, an initial debate has been held in Council. The responsible committee for the European Parliament is the TRAN Committee who held a public hearing on 8<sup>th</sup> May 2012<sup>20</sup>. A draft report on the proposal for a regulation of the CEF Council is available<sup>21</sup>. The tabled amendments were voted on during a joint meeting of the TRAN and ITRE committee on 18<sup>th</sup> December 2012.

<sup>20</sup> <http://www.europarl.europa.eu/committees/en/tran/events.html>

<sup>21</sup> <http://www.europarl.europa.eu/committees/en/tran/draft-reports.html?linkedDocument=true&ufolderComCode=CJ05&ufolderLegId=7&ufolderId=09041&urefProcYear=&urefProcNum=&urefProcCode=#menuzone>

## 4 FUNDING AND FINANCING

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### 4.1 Introduction

A number of activities have been performed in recent years on the funding and financing for SESAR including two joint SSC/ICB committees.

More recent activities include:

- a) EC Study into adequate and innovative funding for SESAR<sup>22</sup> which promoted the concept of a Deployment Fund to support financing of avionics.
- b) The EC proposals for Project Bonds to support private investment in infrastructure projects.

A useful source of information on these topics is the EC website dedicated to the workshop on SESAR funding held on 17<sup>th</sup> February 2011<sup>23</sup>.

### 4.2 Deployment Fund

The Deployment Fund proposed by the Booz study<sup>24</sup> was summarised in 2011 as follows<sup>25</sup>:

- Objectives of the Fund:
  - Provide upfront capital for civilian airspace users for required SES/SESAR equipage.
  - Financial mechanism which aims at partly tackling the synchronisation challenge, i.e. facilitates purchase/ implementation of required SES/SESAR technologies for a critical mass of airborne stakeholders.
  - *Nota bene: The instrument does not tackle the synchronisation between air and ground, as ground investments are excluded from the scope of the Fund (see below).*
- Scope of the Fund:
  - Availability of the Fund's products to civilian airspace users, as they form the biggest category (in absolute terms) of future investors.
  - ANSPs and airports have not been included in the scope of the Fund's products, as they are considered to be able to provide the required capital via existing schemes (loans and the charging regulation).

<sup>22</sup> [http://ec.europa.eu/transport/air/sesar/doc/2-2010\\_09\\_28\\_funding\\_and\\_financing\\_of\\_sesar.pdf](http://ec.europa.eu/transport/air/sesar/doc/2-2010_09_28_funding_and_financing_of_sesar.pdf)

<sup>23</sup> [http://ec.europa.eu/transport/air/events/2011-02-17-sesar\\_en.htm](http://ec.europa.eu/transport/air/events/2011-02-17-sesar_en.htm)

<sup>24</sup> Adequate and innovative funding mechanisms for the preparation and transition to the deployment phase of the SESAR programme. Booz and Company.

<sup>25</sup> [http://ec.europa.eu/transport/air/sesar/doc/microsoft\\_word\\_-\\_establishing\\_a\\_common\\_baseline\\_for\\_a\\_potential\\_deployment\\_fund.pdf](http://ec.europa.eu/transport/air/sesar/doc/microsoft_word_-_establishing_a_common_baseline_for_a_potential_deployment_fund.pdf)

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- Military stakeholders are not considered to be eligible for financing, as they are funded under national budgets.
- Financial inflows to the fund:
  - Public sources / EC participation: which may be considered in terms of grants or equity contribution for kick-off finance.
  - Potential contribution from the European Investment Bank.
  - Private investors: Equity and loans.
- Supporting mechanisms:
  - Specific State guarantees: it is considered that specific Member State guarantees would be required. As the airspace users are required to invest into new technologies, the risks related to the investments by the ANSPs should be mitigated by the Member States. Civilian airspace users need to have some certainty of the schedule and benefits in order to make investments. Member States should put in place appropriate guarantees, which could be activated in case of non transposition of the required technologies in the ground segment or failure to deliver sufficient standards of service.
  - *Nota bene: This mechanism assumes that Member States are automatically (financially) liable for the underperformance of national ANSPs or have scope to directly regulate delivery of services.*
- Financial products of the Fund: There are two broad options for financial products:
  - **Loans:** The Fund could propose loans to facilitate investment by civilian airspace users in relation to SES technologies. Loans could be given for up to 80% of the required capital as it is assumed that at least 20% of the required investment requirement would be self-financed by stakeholders (in order to incentivise efficient investment decisions).
  - **Equipment contributions:** Based on the Fund's available capital, the Fund could provide equipage grants that provide a direct contribution for the equipage with required SES technologies. These equipage grants would need to be based on appropriate selection / eligibility criteria. The contribution would not be paid back directly by the recipients, but through the collection of user charges which would have to be made available to the Fund. This product may lead to cross subsidizing between the contributors to the fund and the recipients, and will require further study and elaboration.

Further developments are not known but could be investigated. It should also be noted that a similar concept is being followed in the US with the creation of the NextGen Fund, a PPP-scheme designed to finance avionics equipage<sup>26</sup>.

<sup>26</sup> <http://www.nextgenfund.com/fund.html>

## 4.3 Project Bonds

### 4.3.1 Overview of project bonds

The key objective of project bonds is to stimulate private investment in public infrastructure in order to maximise the leverage achieved by public funds. From the EC website:

*The Europe 2020 Strategy for smart, sustainable and inclusive growth sets out a vision of Europe's economy over the next decade. To underpin the Europe 2020 and in order to complete the internal market, record investment volumes will be needed over the next decade in Europe's transport, energy, information and communication networks. Preliminary estimates point to investment needs of EUR 1.5 to 2 trillion. This reality, combined with the fact that government budgets face severe pressures, make it crucial to foster the participation of the private sector in the financing of infrastructure projects.*

*The principal idea behind the Europe 2020 Project Bond Initiative is to provide EU support to project companies issuing bonds to finance large-scale infrastructure projects. The Initiative aims to attract additional private sector financing of individual infrastructure projects by improving the rating of the senior debt of project companies, thereby ensuring that this can be placed as bonds with institutional investors. The Commission's key role will be risk-sharing with the EIB (or other financing partners), enabling them to provide the described credit enhancement. No bond issuance will be required by Member States' governments, the EU or the EIB for this purpose.*

In effect, project bonds are issued by the project (e.g. the Special Purpose Vehicle) with EU/EIB funds used to guarantee the senior debt (see Figure 3). This is seen as important in long term infrastructure projects where there is a significant lag between investment and revenues.

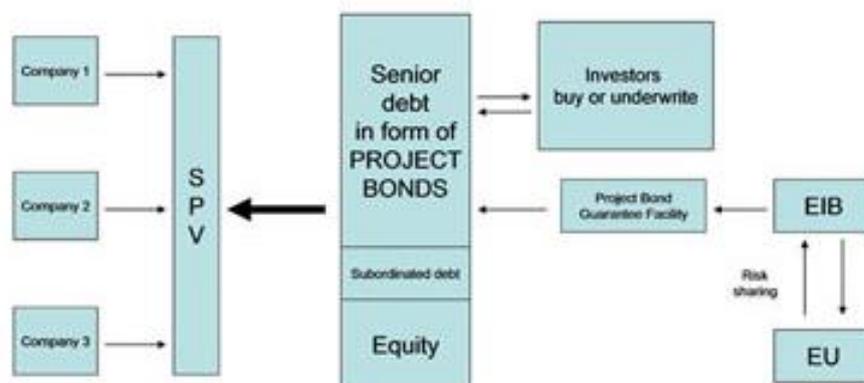


Figure 3: Project Bond Initiative

A public consultation on the initiative was held from February to May 2011<sup>27</sup>. In general the responses were positive. Political agreement was achieved between

<sup>27</sup> [http://ec.europa.eu/economy\\_finance/consultation/europe\\_2020\\_en.htm](http://ec.europa.eu/economy_finance/consultation/europe_2020_en.htm)

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Parliament and Council in May 2012 on a Commission legislative proposal launching the pilot phase of the EU-EIB Project Bond Initiative<sup>28</sup>. The Initiative aims to revive and expand capital markets to finance large European infrastructure projects in the fields of transport, energy and information technology. The initiative was adopted by the Commission in July 2012<sup>29</sup>.

The scope of this pilot phase is to test the project bond concept during the remaining period of the current financial perspective (2007-2013). The pilot phase will start in Summer 2012, once the European Parliament and the Council have formally approved the legislative proposal amending the Trans-European Networks (TEN) Regulation and the Competitiveness and Innovation framework Programme (CIP) Decision and redeployed existing budget allocations<sup>30</sup> of these programmes.

The pilot phase will be implemented by the European Investment Bank (EIB). It will be funded by redeploying up to €200m from the 2012 and 2013 TEN-T budget.

The Project Bond instrument will be fully integrated in the next Multiannual Financial Framework 2014-2020.

It is not clear that Project Bonds are particularly suited to financing SESAR deployment. In general the existing Common Charging Scheme, even with Determined Unit Rates, enables ANSPs to borrow from existing mechanisms at relatively low interest rates.

### 4.3.2 Example of project bonds

The following is an illustrative and simplified example of how the Europe 2020 Project Bond initiative could function at the level of the project and capital market investors. It is taken from the Commission's website.

A transport project is planned by a group of companies (sponsors) and tendered by public authorities. The sponsors create a project company to raise the financing, construct and operate the project for a period agreed with the public authorities. The sponsors provide own funds to the project company in the form of equity and shareholder loans. The remaining financing is raised by the project company in the form of debt, traditionally in the form of a bank loan.

<sup>28</sup> [http://ec.europa.eu/economy\\_finance/financial\\_operations/investment/europe\\_2020/index\\_en.htm](http://ec.europa.eu/economy_finance/financial_operations/investment/europe_2020/index_en.htm)

<sup>29</sup> [http://ec.europa.eu/economy\\_finance/financial\\_operations/investment/europe\\_2020/index\\_en.htm](http://ec.europa.eu/economy_finance/financial_operations/investment/europe_2020/index_en.htm)

<sup>30</sup>

[http://ec.europa.eu/economy\\_finance/financial\\_operations/investment/europe\\_2020/eu\\_budget\\_en.htm](http://ec.europa.eu/economy_finance/financial_operations/investment/europe_2020/eu_budget_en.htm)

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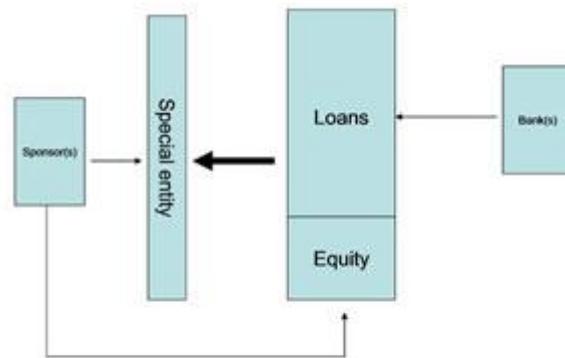


Figure 4: Project financing model

Instead of using traditional bank lending, the project company could raise the senior debt through project bond issues. Capital market investors would buy the bonds if an investment grade credit rating, preferably at least A-, could be achieved.

In the pilot phase of the Europe 2020 Project Bond initiative, the EIB would provide a loan or guarantee (EIB facility) to the project company in order to raise the likelihood of timely repayment of principal and interest to bond holders during the lifetime of the bonds (therefore reducing the risk of such bonds and, consequently, increasing their credit rating).

The facility could cover all project-related risks affecting the cash flow generation from the start of the operating period, as well as any funding shortfall during the construction period.

It would be sized project by project as a percentage of total bond funding subject to a cap, for instance 20% of the overall senior debt and could take the form of a credit line which could be drawn upon either to service senior bonds or to meet funding shortfalls during the construction phase.

Once drawn upon, the EIB facility would take the form of subordinated debt<sup>31</sup>. This debt would be reimbursed by the project company over time from the cash resources available after senior debt service, but prior to payments to equity and related financing (shareholder loans, other subordinated loans).

Finally, the project company benefiting from the EIB credit enhancement would have to pay a fee to the EIB which would be determined in accordance with EIB's standard remuneration policy.

## 4.4 Conclusions

To support SESAR deployment, it is clear that funding and financing issues still need to be resolved. The key issues would appear to be:

- a) Funding ground infrastructure where the overall network business case is positive but the local business case is negative. In this case use of public funds

<sup>31</sup> A subordinated debt is debt which ranks after other debts should a company fall into liquidation or bankruptcy.

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should be supported as well as other measures such as derogations of the performance scheme targets.

- b) Pre-financing of airborne infrastructure would be a significant enabler of early adoption and synchronized deployment.

## 5 CONCLUSION

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This paper is an on-going activity to maintain awareness of development affecting SESAR funding and activities the ICB may undertake to promote use of public funds to support synchronised deployment.

Requests for further developments are welcome.

## 6 ANNEXES

### A.1 TEN-T EA organisation

The TEN-T Executive Agency is composed of around 100 members of staff, divided between four units and the Executive Director’s office. The organisation chart is presented in Figure 5.

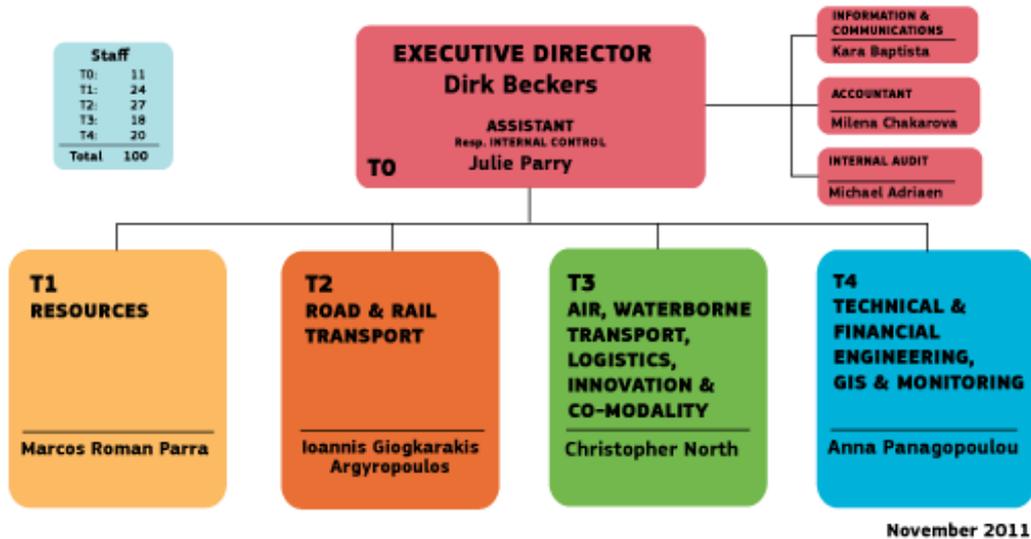


Figure 5 - TEN-T EA organisation

Additionally, TEN-T EA has a Steering Committee nominated by the Commission supervising its operations. Certain measures or decisions need the Steering Committee's approval before they can be implemented, such as administrative budget or annual Work Programme.

The Steering Committee organisation is shown in Figure 6.



Figure 6 - TEN-T EA Steering Committee organisation

## A.2 TEN-T EA timeline

The TEN-T EA is a relatively new body formed by the Commission in 2006. Table 3 below illustrates the history of the TEN-T EA.

Date	Development
December 2002	Executive agencies are officially born; the legal basis for executive agencies entrusted with certain tasks in the management of European Community programmes is formalised in Council Regulation (EC) No 58/2003
October 2006	The Trans-European Transport Network Executive Agency (TEN-T EA) is established for the management of Community Action in the field of TEN-T. Its mandate covers projects which have been financed from the 2000-2006 Financial Perspective and its lifetime is until 31 December 2008
July 2007	The TEN-T EA Director is nominated by the Commission
August 2007	The TEN-T EA Steering Committee is nominated by the Commission
November 2007	The Commission approves the delegation of powers to TEN-T EA to efficiently and effectively implement the TEN-T Programme within the boundaries of its mandate
April 2008	TEN-T EA becomes financially, legally and operationally autonomous
July 2008	TEN-T EA's mandate is extended until 31 December 2015 and its objectives and tasks redefined to take responsibility for the TEN-T budget linked to the 2007-2013 Financial Perspective
October 2008	The Commission modifies and extends the act of delegation to TEN-T EA to take account of its new tasks
January 2009	TEN-T EA becomes fully responsible for the management of all open TEN-T projects from both the 2000-2006 and 2007-2013 Financial Perspectives
March 2009	TEN-T EA website officially launched
November 2010	TEN-T EA moves into its permanent headquarters at Chaussée de Wavre 910 (W910) in Brussels

*Table 3 - TEN-T EA history*

## A.3 Funding attribution process

To be able to benefit from TEN-T EA funding, eligible projects are required to go through a well-defined process composed of the application, call for proposals and the evaluation and selection phases.

### A.3.1 Application

TEN-T funding opportunities are primarily addressed to EU Member States. However, international organisations, joint undertakings, or public/private undertakings/bodies can also benefit from them as long as the concerned Member States agree on their participation.

### A.3.2 Call for proposals

The two stages depicted in Figure 7, constitute the core processes undertaken by both the TEN-T Executive Agency and DG MOVE.

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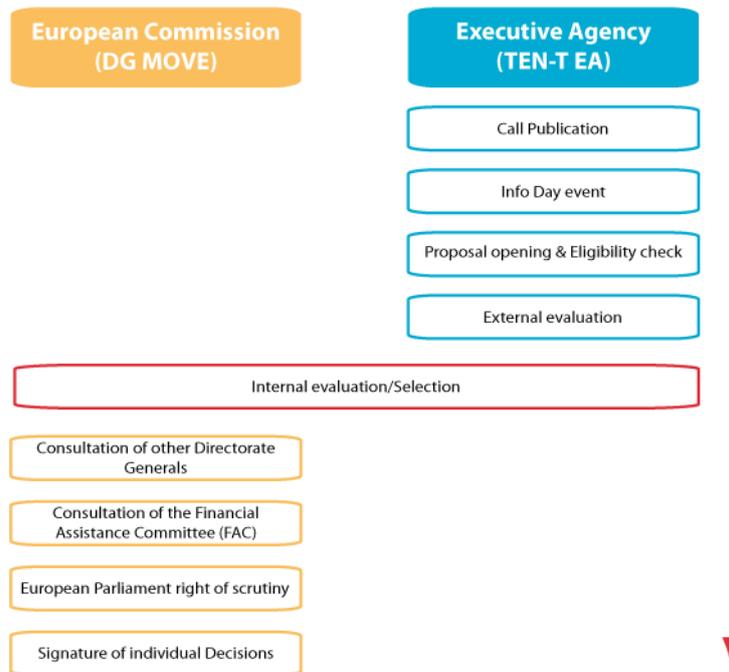


Figure 7 - Call for proposals process

Each year, a new TEN-T EA budget is decided. This funding is then allocated to different projects through both a Multi-Annual Call and an Annual Call.

Projects meeting Multi-Annual Call criteria are characterised by long term objectives, providing a significant performance improvement on a trans-national scale. They have a target completion date of 2020. 80-85% of the TEN-T budget is allocated through Multi-Annual Calls.

On the other hand, projects falling under Annual Call specifications have short term aims and are usually contained at regional levels. They are intended to complement the Multi-Annual Calls and compose the remainder of the TEN-T budget (15-20%).

## A.3.3 Evaluation and selection

The final stage of the funding attribution process is the evaluation and selection of submitted proposals. This task is undertaken by DG MOVE, with the assistance of the TEN-T EA and external experts.

A number of criteria are assessed in order to evaluate the eligibility of a project:

- Relevance to the TEN-T priorities and policy objectives.
- Maturity.
- Impact - particularly on the environment.
- Quality (completeness, clarity, soundness and coherence).

Following that phase, successful applicants enter negotiations with TEN-T EA to agree on contractual terms before Commission Decisions are established.

## A.4 TEN-T projects

### A.4.1 Priority Projects

The TEN-T Executive Agency identified a set of essential projects expected to bring significant improvements on a trans-European scale as well as a significant contribution to the sustainable development of transport.

Those 30 programmes, named Priority Projects, are listed below:

- 1 Railway axis Berlin-Verona/Milano-Bologna-Napoli-Messina-Palermo
- 2 High-speed railway axis Paris-Bruxelles/Brussel-Köln-Amsterdam-London: PBKAL
- 3 High-speed railway axis of southwest Europe
- 4 High-speed railway axis east
- 5 Betuwe line: COMPLETED 2007
- 6 Railway axis Lyon-Trieste-Divaca/Koper-Divaca-Ljubljana-Budapest-Ukrainian border
- 7 Motorway axis Igoumenitsa/Patra-Athina-Sofia-Budapest
- 8 Multimodal axis Portugal/Spain-rest of Europe
- 9 Railway axis Cork-Dublin-Belfast-Stranraer: COMPLETED 2001
- 10 Malpensa airport: COMPLETED 2001
- 11 Øresund bridge: COMPLETED 2000
- 12 Nordic Triangle railway/road axis
- 13 Road axis United Kingdom/Ireland/Benelux
- 14 West coast main line: COMPLETED 2009
- 15 Galileo
- 16 Freight railway axis Sines/Algeciras-Madrid-Paris
- 17 Railway axis Paris-Strasbourg-Stuttgart-Wien-Bratislava
- 18 Waterway axis Rhine/Meuse/Main-Danube
- 19 High-speed rail interoperability in the Iberian Peninsula
- 20 Railway axis Fehmarn belt
- 21 Motorways of the Sea
- 22 Railway axis Athina-Sofia-Budapest-Wien-Praha-Nürnberg/Dresden
- 23 Railway axis Gdansk-Warszawa-Brno/Bratislava-Wien
- 24 Railway axis Lyon/Genova-Basel-Duisburg-Rotterdam/Antwerpen
- 25 Motorway axis Gdansk-Brno/Bratislava-Vienna
- 26 Railway/road axis Ireland/United Kingdom/continental Europe
- 27 Rail Baltica axis: Warszawa-Kaunas-Riga-Tallinn-Helsinki
- 28 Eurocaprail on the Brussels-Luxembourg-Strasbourg railway axis
- 29 Railway axis of the Ionian/Adriatic intermodal corridor
- 30 Inland Waterway Seine-Scheldt

## A.4.2 Airport-related

The following non-exhaustive list details all the major airport-related TEN-T projects being developed or completed:

TEN-T Project Code	Project title
2010-IT-91127-S	Intermodal hub project for Catania Fontanarossa International Airport
2010-IT-91112-S	MXPT2LINK-UP
2009-PT-08006-E	Faro Airport Development Plan – Phase 1
2009-PL-92003-S	Study works related with long term development of Warsaw F. Chopin Airport
2009-HU-00018-E	Construction of a pier for combined Schengen and Non-Schengen operations and seamless passenger transfer at Budapest Airport
2009-DE-00080-E	Expansion of Berlin Brandenburg International Airport
2008-PT-92100-P	Joao Paulo II Airport Expansion
2008-PL-92005-S	Studies on the long-term adjustment of the International Gdańsk Lech Walesa Airport, a TEN-T node in the North Poland, for air transport needs
2008-PL-92004-S	Comprehensive study and technical documentation of development of an International Airport Wroclaw
2007-UK-92702-P	Manchester Airport 3rd Rail platform
2007-PL-92105-S	Studies on the long-term development of the International Airport "Katowice" in Pyrzowice
2007-IT-91502-P	Cargo City Development – Railway Tunnel
2007-HU-91302-P	Quality, safety, security for passengers at Budapest Ferihegy International Airport
2006-SI-92702-S	Master plan at Ljubljana Airport including railway connection to Ljubljana and Kranj (new railway line Ljubljana-Jesenice) in consideration of European Union laws, e.g. security regulations
2006-PL-92609-S	Adjustment of the John Paul II International Airport Krakow-Balice as the TEN-T node, key airport for Malopolska Region (South-Eastern Poland) for current and future traffic needs with safety, security and environment protection requirements
2005-MT-92501-P	Malta International Airport: modifications to taxiways to improve capacity of existing facilities

*Table 4 - Airport-related projects*

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## A.4.3 FAB-related

The following non-exhaustive list details all the major FAB-related TEN-T projects being developed or completed:

TEN-T Project Code	Project title
2010-EU-40104-S	UK-Ireland FAB Development of High Level Sectors
2008-EU-40007-S	Functional Airspace Block Central Europe - Implementation Plan
2008-EU-40005-S	North European ATM Service Concepts - Feasibility study for a North European Functional Airspace Block
2008-EU-40001-S	DANUBE FAB Project Phase 1/Stage 2, Phase 2 and 3
2010-EU-40106-S	FAB CE Implementation of Static Area of Responsibility Scenario
2010-EU-40101-S	Air Traffic Management Systems - Functional Airspace Block Europe Central (FABEC)
2009-EU-90003-S	Study-Initial assessments: Preparation, Feasibility and Pre-implementation SW Portugal Spain FAB initiative
2008-EU-40006-S	Feasibility Study for establishment of the Baltic FAB
2008-EU-40004-S	BLUE MED Definition Phase
2004-DK-90403-S	ATM Skaane Project - development of Functional Airspace Blocks for lower airspace
2003-SE-1408-S	The definition, organisation and establishment of a single Nordic Functional Upper Airspace Block, serviced by a single Nordic Air Traffic Management Area Control Centre – NUAC

*Table 5 - FAB-related projects*

## A.5 References

### A.5.1 Documents

- TEN Guidelines: Commission Decision No 661/2010/EU (OJL 204 of 5.08.2010)
- TEN Regulation: Regulation (EC) No 680/2007 of the European Parliament and of the Council of 20 June 2007
- TEN-T EA establishment: Commission Decision 2007/60/EC (OJ L 32, 6.2.2007), amended by Commission Decision No 2008/593/EC (OJ L 190 of 18.7.2008)
- Community financial aid granting rules on the field of Trans-European networks: Regulation (EC) No 67/2010 of the European Parliament and of the Council of 30 November 2009
- TEN-T EA legal framework documents:
  - Council Regulation 58/2003 of 19 December 2002
  - Commission Decision 2007/60/EC of 26 October 2006
- TEN-T EA financial operations documents:
  - Council Regulation 1605/2002 of 25 June 2002
  - Commission Regulation 2342/2002 of 23 December 2002
  - Commission Regulation 1653/2004 of 21 September 2004
- TEN- T EA key documents, including annual budgets and work programmes:  
[http://tentea.ec.europa.eu/en/about\\_us/mission\\_introduction/key\\_documents.htm](http://tentea.ec.europa.eu/en/about_us/mission_introduction/key_documents.htm)

### A.5.2 Internet links

- TEN-T Transport infrastructure
  - [http://ec.europa.eu/transport/infrastructure/index\\_en.htm](http://ec.europa.eu/transport/infrastructure/index_en.htm)
- Intermodality and trans-European networks
  - [http://europa.eu/legislation\\_summaries/transport/intermodality\\_trans\\_european\\_networks/index\\_en.htm](http://europa.eu/legislation_summaries/transport/intermodality_trans_european_networks/index_en.htm)
- Transport legislation
  - <http://eur-lex.europa.eu/en/legis/20100901/chap07.htm>
- TEN-T EA legal framework
  - [http://tentea.ec.europa.eu/en/about\\_us/mission\\_introduction/history\\_legal\\_framework.htm](http://tentea.ec.europa.eu/en/about_us/mission_introduction/history_legal_framework.htm)
- TEN-T EA Air projects
  - [http://tentea.ec.europa.eu/en/ten-t\\_projects/ten-t\\_projects\\_by\\_transport\\_mode/air\\_including\\_airports.htm](http://tentea.ec.europa.eu/en/ten-t_projects/ten-t_projects_by_transport_mode/air_including_airports.htm)
- TEN-T EA SESAR projects

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- [http://tentea.ec.europa.eu/en/ten-t\\_projects/ten-t\\_projects\\_by\\_transport\\_mode/sesar\\_air\\_traffic\\_management.htm](http://tentea.ec.europa.eu/en/ten-t_projects/ten-t_projects_by_transport_mode/sesar_air_traffic_management.htm)
- TEN-T EA Statistics
  - [http://tentea.ec.europa.eu/en/ten-t\\_projects/statistics/](http://tentea.ec.europa.eu/en/ten-t_projects/statistics/)
- TEN-T EA History & Legal Framework
  - [http://tentea.ec.europa.eu/en/about\\_us/mission\\_introduction/history\\_legal\\_framework.htm](http://tentea.ec.europa.eu/en/about_us/mission_introduction/history_legal_framework.htm)