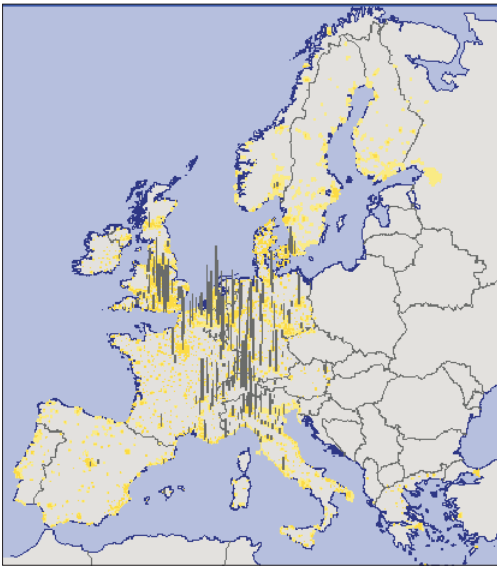


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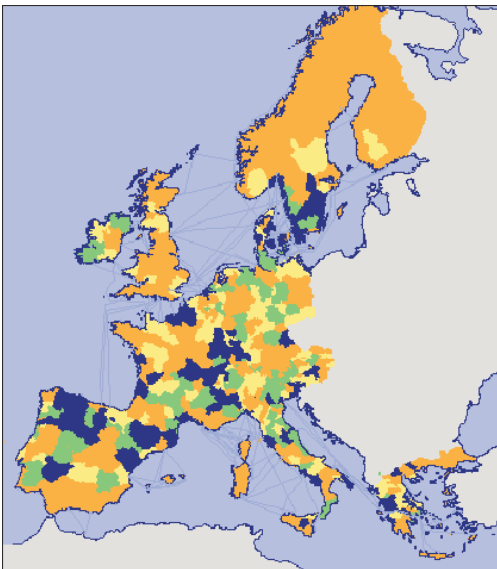
Union Territorial Strategies linked to Trans-European Transport Networks.

A Territorial Impact Assessment of Trans-European Transport Networks

Mcrit sl / INRETS (1994-1996) for EC/DG7



Competitiveness impact



Cohesion impact



Sustainability impact

The Guidelines for the Development of Trans-European Transport Networks TETN (COM(94), 106) aimed the integration of present modal-oriented national transport networks into a single Trans-European Network by year 2010. Already approved Trans-European Transport Networks include about 75.000 km of motorways and express-roads (around 30.000 km of them planned) and 72.000 km of railways (about 20.000 km of planned links, including 10.000 km of new High-Speed lines). At the same time, several major European airports, ports and freight terminals have (or have recently had) important projects to expand its capacity. Projects in the TETN represent an overall investment of some ECU 400.000 million for the next decades.

The UTS Study final goal was to advance the Union's most appropriate Strategies to achieve the objective of TETN Development Guidelines and the paramount political goals related to them. The UTS study has been conceived as a policy-oriented approach, rather than as academic exercise only. It aims to present relevant territorial information to transport decision-makers, helping them to optimise the process of placing the TETN planned infrastructures on the territory and the potential spatial development impacts linked to TETN.

Recent reports made by DGVII and other EC General Directorates have been of great utility for the advancement of the UTS Study. Special mention deserve the Christophersen Group various reports (1994,1995), High Level Group on HST Network Report (1994), Motorway Working Group SPREAD report (1994), COST 317 (1995) Interim Report, Europe 2000+ Report (1995, DGXVI) and Towards Sustainability Report (1994, DGXI). Under Mr. Jorge Patricio-Dias (DGVII-A3) direction, the UTS study was conducted during 1995 by the following institutions: Mcrit / MultiCriteria Consulting Ltd., (Barcelona) and INRETS-DEST (Département Economie et Sociologie des Transport) / Institut National de Recherche sur les Transports et leur Sécurité (Paris) Consultants in charge of the study thank all Member State representatives in the EC Transport Infrastructure Committee, European Investment Bank and EUROSTAT GISCO Team, for all information and suggestions they provided.

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