**Topics**

- The Main Trans-European Networks (TENs)
- The Trans-European Transport Network (TEN-T)
- Motorways of the sea
- Waterway Inland Network
The Trans-European Networks (TEN) were created, with the stated goals of the creation of an internal market and the reinforcement of economic and social cohesion. The construction of Trans-European Networks was also seen as an important element for economic growth and the creation of employment. The Treaty Establishing the European Community first provided a legal basis for the TENs. The European Union must aim to promote the development of Trans-European Networks as a key element for the creation of the Internal Market and the reinforcement of Economic and Social Cohesion. This development includes the interconnection of national Networks as well as access to such networks.

Three classes of network were defined by the treaty:

- Trans-European Telecommunications Network (eTEN)
- Trans-European Transport Network (TEN-T)
- Trans-European Energy Network (TEN-E or TEN-Energy)
The Trans-European Transport Networks (TEN-T) are a planned set of road, rail, air and inland water transport networks in Europe. The TEN-T networks are part of a wider system of Trans-European Networks (TENs). The European Commission adopted the first plans on trans-European networks in 1990.

TEN-T envisages coordinated improvements to primary roads, railways, inland waterways, airports, seaports, inland ports and traffic management systems. A decision to adopt TEN-T was made by the European Parliament and Council in July 1996. The EU works to promote the networks by a combination of leadership, coordination, issuance of guidelines and funding aspects of development.

These projects are technically and financially managed by the Trans-European Transport Network Executive Agency (TEN-T EA), which was established for this purpose by the European Commission October 2006.
The “motorways of the sea” concept aims at introducing new intermodal maritime-based logistics chains in Europe, which should bring about a structural change in our transport organization within the next years to come. These chains will be more sustainable, and should be commercially more efficient, than road-only transport. Motorways of the sea will thus improve access to markets throughout Europe, and bring relief to our over-stretched European road system. This is the Community added-value of motorways of the sea.

In its Transport White Paper of September 2001, the Commission proposed the development of “Motorways of the Sea” as a “real competitive alternative to land transport.” To help these lines develop, the White Paper states that European funds should be made available. These “motorways of the sea” should be part of the Trans-European network (TEN-T).
The Trans-European Inland Waterway network is one of a number of the Trans-European Transport Networks (TEN-T) of the European Union. The minimum technical characteristics for waterways forming part of the network should be those laid down for a class 4 waterway, which allows the passage of a vessel or a pushed train of craft 80 to 85 m long and 9.50 m wide. Where a waterway forming part of the network is modernized or constructed, the technical specifications should correspond at least to class 4, should enable class 5a/5b to be achieved at a later date, and should make satisfactory provision for the passage of vessels used for combined transport. Class 5a allows the passage of a vessel or a pushed train of craft 110 m long and 11.40 m wide, and class 5b allows the passage of a pushed train of craft 172 to 185 m long and 11.40 m wide.
Danke für die Aufmerksamkeit

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