

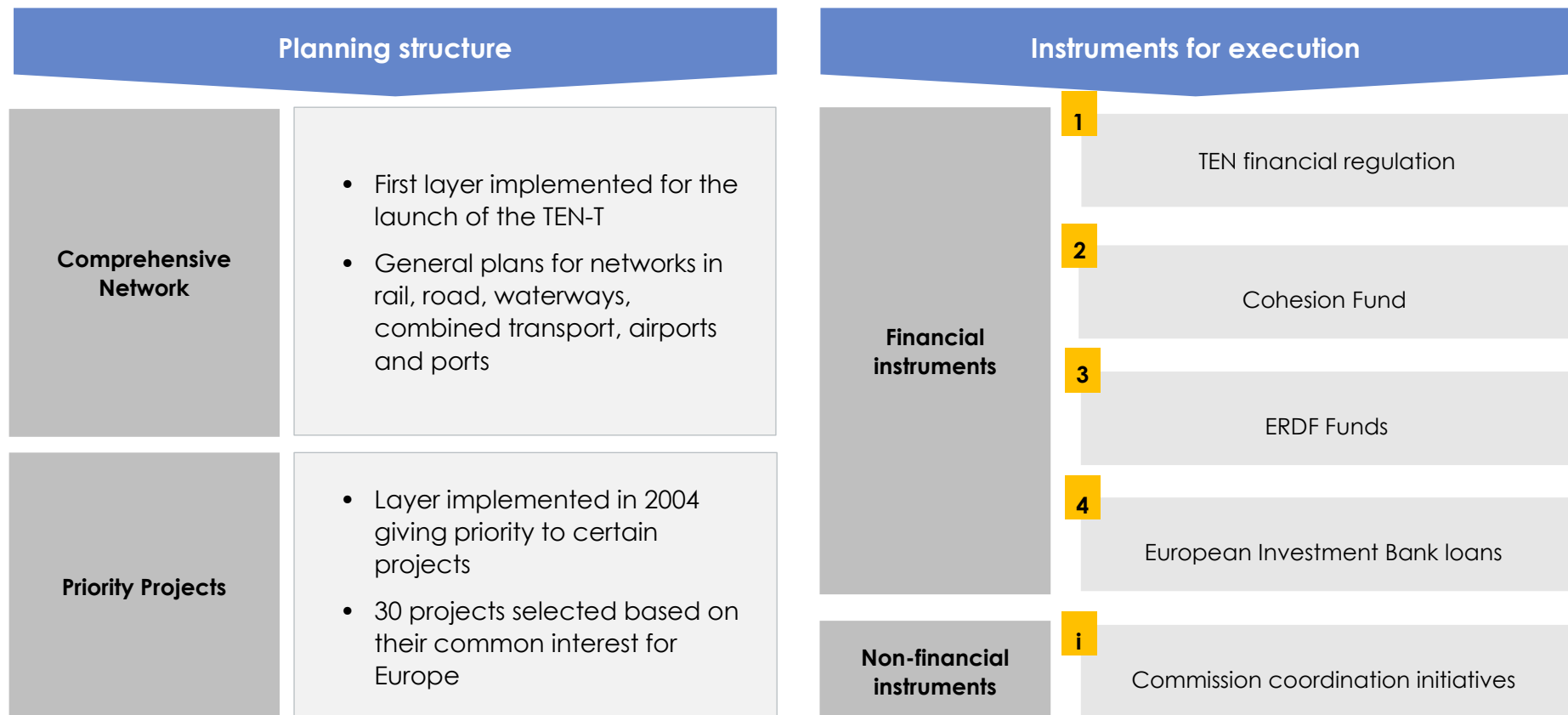


Green Paper on the TEN-T: Policy review

Nantes, 26th March 2009

**Atlantic Arc Commission - Transport Group -
CPMR**

Description of current TEN-T policies





Summary of the current TEN-T policy situation

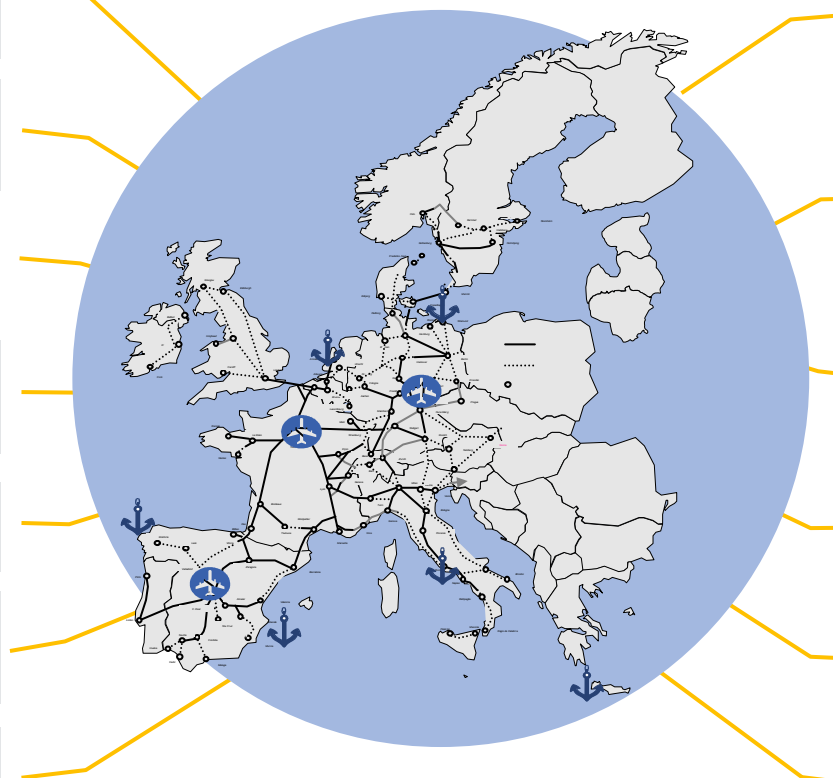
Planning	Comprehensive Network	<ul style="list-style-type: none">• Planning has consisted of joining important sections of national networks and linking them across frontiers. This has been adequate as a first step, but it no only meets the requirements for TEN-T policies• The criteria to follow in planning have been mainly domestic, that is, there is potential for improvement in combining national with European planning
	Priority Projects	<ul style="list-style-type: none">• The current approach only takes into account flows between an origin and a destination without considering continuity• Debate is continuing on the validity of selection methods applied, the potential for interconnection and extension of projects, the correct approach to take on quality and capacity and the way to ensure their completion on time
Execution	Comprehensive Network	<ul style="list-style-type: none">• The instruments available for the creation of the network have not been sufficient to complete projects on time• The responsibility for financing lies with the member states whose investment decisions ultimately depend on domestic objectives
	Priority Projects	<ul style="list-style-type: none">• Insufficient financial resources for projects, although to a lesser extent than in the basic network• Greater effectiveness than in the basic network due to the definition of objectives which are limited and commonly agreed

The TEN-T development policy has achieved significant results; however, there are important opportunities to improve it, especially in relation to the comprehensive network

Network vision that the TEN-T review is seeking

Comprehensive Network Model

- 1 **Internal networks** better integrated with European objectives and focused on **cohesion, progress** and **employment**
- 2 **Improved communications** with the **rest** of the **world** mainly through ports and airports
- 3 **Multimodal** transport networks with greater ITS **interoperability**
- 4 Networks that are **safe, efficient** (fighting climate change) and **convenient** for users
- 5 **Climate-resistant** transport **infrastructure**
- 6 **Adaptation** of **infrastructures** to ITS, to **new vehicles** and new **energy forms**
- 7 **Differentiation** between **needs** of **freight** and **passengers** in the different corridors



Individual Models

- i **Ports** with **optimal communications** with the **interior** and with capacities **adapted** to their own needs
- ii **Airports** with **optimal communications** and with **capacities adapted** to their own needs
- iii Adequate **infrastructure for freight transport** as well as **green corridors**
- iv Greater **interconnection** of **rail** and **airports**
- v Strengthening of **waterways**
- vi Strengthening of **Motorways of the Sea**

Challenges for the future development of the TEN-T

Challenges related to TEN-T planning

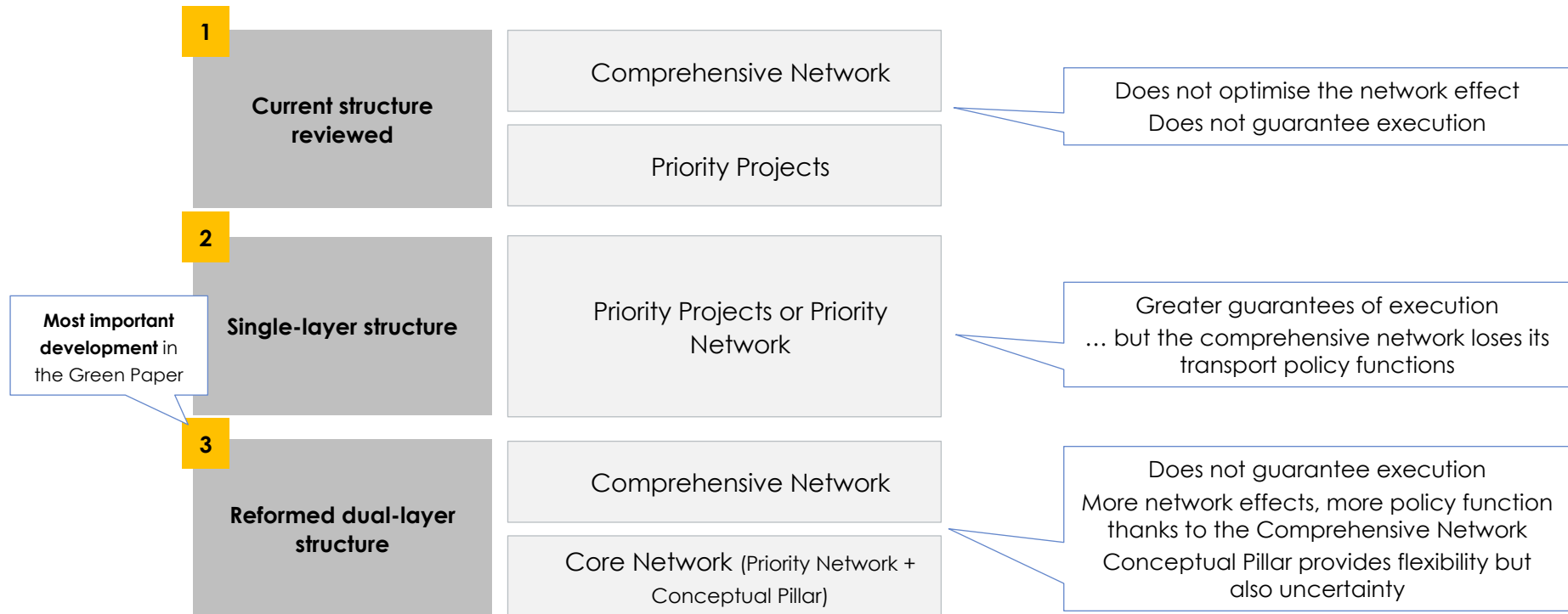
- **Future of the comprehensive network:**
 1. Review of supervision methods to ensure execution
 2. Better connection of member states
- **Possible incorporation of a “priority network”:**
 1. Better consideration of sections and nodes: networks
 2. Consideration of multimodal corridors
 3. Greater interoperability of networks
 4. Reaching climate change targets
- **“Conceptual pillar”:**
Guide for the definition of projects; more flexibility
- **Issues concerning the infrastructure**
 1. Optimisation of port, airport and waterway capacities
 2. Differentiated consideration of freight and passengers
 3. Development of intelligent transportation systems
- **Innovation**
- **Need for a basic network**
Priority network accompanied by conceptual pillar

Challenges related to TEN-T execution

- **Overall project financing:**
 1. More-binding state responsibility
 2. Less cost uncertainty
 3. Greater security for investors
 4. More self-financing and private sector involvement
- **Financial instruments:**
 1. Diversification of financial instruments (Eurobonds, loan guarantees, etc.)
 2. Greater coordination of resources
 3. Greater rationalisation
- **Coordination instruments:**
 1. Greater involvement of European coordinators
 2. Application of Open Method of Coordination
 3. Greater openness of projects to the public










Options for future development of TEN-T policies



The development of the new TEN-T policies will be based on existing legal provisions, on the experience accumulated and on future demand estimates

Degree of incorporation of the AATG vision in the TEN-T

AATG Proposals		Incorporation TEN-T approach	Comments
1	Improved Regional Connections		<ul style="list-style-type: none"> • Must be organised through a comprehensive network • The development of the corridor and network concept could benefit the regions
2	Co-modality infrastructures		<ul style="list-style-type: none"> • Priority for the new policies • Transport nodes of the different transport modes become more important due to the incorporation of a priority network
3	Equity in infrastructure of Peripheral Regions		<ul style="list-style-type: none"> • Current policies favouring cohesion will be maintained, although subject to review
4	Support for regional competitiveness		<ul style="list-style-type: none"> • The new TEN-T policies will be focused more on third countries and the rest of the world than on interior regions
5	Flight against climate change		<ul style="list-style-type: none"> • One of the reasons for the changes in the TEN-T • Increased importance of efficiency in transport
6	Boosting of freight transport by rail and sea		<ul style="list-style-type: none"> • Boosting of stated measures to alleviate climate change and reduce road congestion • Measures related to rail interoperability and Motorways of the Sea
7	External Connections		<ul style="list-style-type: none"> • One of the reasons for the changes in the TEN-T. Its goal is to increase European competitiveness at global level • The proposed measures include improvements to ports and airports, main European entry and exit routes



International Bask Consulting

A D V A N C E D L O G I S T I C S G R O U P
Barcelona · Madrid



IBK - Calle Okendo, 12-5º 20004 SAN SEBASTIAN - Tel +34 943 424 098 Fax +34 943 420 238
Avinguda Comte d'Urgell 240 3º C · 08036 BARCELONA · - Tel. +34 934 304 016 · Fax +34 934 195 524 24
www.alg-global.com rbosch@alg-global.com