



THE INTERMEDITERRANEAN COMMISSION'S CONTRIBUTION TO THE DEBATE ON TRANSEUROPEAN TRANSPORT NETWORKS

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1. DEFINITION OF TRANSPORT SERVICES

The purpose of in TEN-T policy is to develop the infrastructure required for the effective operation of the internal market and to promote growth and jobs in the European Union, while helping to strengthen socio-economic and territorial cohesion. The network's current policy is organised on two levels: an overall network, based on general plans for the different modes of transport; and priority projects, covering the major rail and road routes and waterways.

The transport network is for ever being developed due to the long time it is taking to complete it, constant delays and cost increases. The objectives were ambitious, which has made it difficult to achieve them in full. The policy thus needs to be reviewed in order to integrate a new vision of the territorial structure and socio-economic context.

1.1 Aspects to be considered in a new vision for the TEN-T

The new vision of the TEN-T must take the following the needs into account:

- **To strengthen Europe's economic competitiveness.** A better network is likely to improve competitiveness.
- **To adjust schedules and costs.** The delays encountered in completing the network make it necessary to ensure that planning takes account of available resources.
- **To take account of EU enlargements.** The arrival of new EU members makes it necessary to develop further links.
- **To tackle climate change.** It will be essential to reduce greenhouse gas emissions from transport, which represents 35% of total emissions.

1.2 TEN-T development models

To meet these challenges, the review of TEN-T policy has identified three basic development models: maintenance of the current structure of an overall network and priority projects; selection of priority projects linked according to a network structure, and the development of an overall network and basic network integrated with a conceptual pillar.

Current structure

This option would maintain the current structure based on an overall network and priority projects. The overall network has helped to ensure access to the regions. On the other hand, the priority projects are the visible part of TEN-T policy and offer quantifiable results with regard to the objectives.

However, this model has not helped to develop a suitable TEN-T, given that its development can only be guaranteed in the timeframe planned and the network's impact at European level has not been optimised.

Priority network

This option would entail a single set of priority projects in their current form, developed with infrastructure required to meet the needs of transport services. It would make it possible to focus efforts on the development of a network in the timeframe planned. However, the overall network access function is limited.

Network with a conceptual pillar

This option would entail the development of an overall network as it currently exists and completing it with a basic network, by widening the current objective with an integrated geographical perspective that meets demand through what is known as the "conceptual pillar".

This model would help to achieve the network effect and establish a point of reference for transport, innovation and environment policies. However, considerable resources would be required. Moreover, this model entails a number of uncertainties about planning and development, which could be negative in the Mediterranean if it is not defined transparently and objectively.

Lastly, an interministerial conference was held in Naples last October to deal with the different points mentioned above. It was entitled "The future of the trans-European transport network: bringing Europe closer to its neighbours", and its conclusions should be taken into account. During this conference, the countries involved said they wanted to strengthen the following objectives:

- To establish an integrated network within the EU and with its partners, and to develop a basic network making it possible to optimise the use of different modes of transport and the logistics system.
- To eliminate bottlenecks and overcome natural barriers.
- To promote the use of new transport technologies, to promote motorways of the sea, to develop innovative and flexible financial instruments and to improve the coordination of the EU's financial contribution to the basic network.
- To strengthen regional alliances, to extend cooperation in order to promote links between the Mediterranean, the Balkans, the Black Sea and the African continent.
- To strengthen EU cooperation with partners to the north and the east, to establish a link between the TEN-T and non-European networks, and to improve the links between Europe and Africa,
- To strengthen and foster the regions' involvement in the development of the TEN-T.

2. DETERMINING SOME COURSES OF ACTION

The Mediterranean is one of the main maritime corridors in the world. It furthermore constitutes a natural arena for relations with North Africa. However, the transport system is always dependent on overall development which would enable the regions of the Mediterranean basin to reap the benefits. In practice, this lack of infrastructure includes:

2.1 Development of the south-north Mediterranean axis

Against the background of recession, the southern shore of the Mediterranean has significantly increased industrial production, exploiting its location on the periphery of the European market. These countries have managed to attract industries by exploiting the increase in demand, their wealth of raw materials and a distinct cost advantage.

Almost two thirds of North Africa's links are with Europe. Its industrial development and improvements in the integrated transport services of the north-south Mediterranean axis will thus provide a development opportunity for the Mediterranean region.

This opportunity requires the development of major south-north transport axes underpinned by port infrastructure. Maritime transport services already run along the south-north axis, under the responsibility of the main operators. However, there are also plans to expand the main ports on the southern side. Major infrastructure projects exist, such as those planned for the ports of Tangier Med and Enfidha.

2.2 Links with inner Europe

The northern shore of the Mediterranean has a number of physical barriers which affect the development of transport infrastructure. For this reason, the full development of the Mediterranean basin's transport system should include connections with inner Europe in order to:

- establish real lines of communication with the south of Europe,
- develop ports' hinterlands,
- improve the competitiveness of industry in the Mediterranean basin.

2.3 Development of intermodal transport

The development of intermodality in transport is essential to increase infrastructure capacity, strengthen competitiveness and improve environmental conditions. For example, in the field of the environment, directives on emissions reductions make it necessary to review the transport map and promote the most sustainable modes of transport such as railways, within a context of intermodal services.



Regarding the points above, rail transport and maritime transport can be more competitive than road for certain types of transport flows if they have sufficient infrastructure and services. In all events, the combined use of different modes of transport will help to increase the benefits of transport chain.

Lastly, it is necessary to take into account the fact that motorways are more clogged up by heavy goods vehicles than ever. This is why the expected increase in freight transport cannot just be absorbed by the road network. It must also take into account other means of transport within an integrated intermodal range of services.

3. SELECTION OF THE TRANSPORT NETWORK'S DEVELOPMENT OPTIONS

3.1 Identification of development options

Based on the arguments above, it is possible to identify the TEN-T priority development options for the Mediterranean basin. These options, organised into three axes, are set out in detail in the following table:

Axis of development	Option	Major benefits
<p><i>Desarrollo eje Sur-Norte</i></p> 	1.1. To improve rail links to ports	Integrates the transport chain with the most effective modes.
	1.2. To enlarge the structured network to reach the southernmost parts of Europe	Establishes more links to Africa by increasing the number of transport services and their competitiveness
<p><i>Conexión con el interior de Europa</i></p> 	2.1. To ensure continuity with trans-European rail networks	By ensuring the interoperability of systems and infrastructure and by giving them a constant capacity to operate
	2.2. To interconnect the main hubs to the TEN-T	By developing separate ports between priority connection hubs
<p><i>Desarrollo de la Intermodalidad</i></p> 	3.1. To give the whole EU territory access to a priority rail axis	To improve the competitiveness of territories which have less access to transport axes by fostering the socio-economic and environmental development of the whole territory
	3.2. To link the main hubs and logistics platforms to the structured rail network	To establish a real transport infrastructure network by involving all participants in the chain and giving them infrastructure resources
<p><i>Desarrollo eje Sur-Norte Conexión con el interior de Europa Intermodalidad</i></p> 	4.1. To harmonise administrative formalities and social regulations	Facilitates business links by making them less complex and reducing costs
	4.2. To establish common standards for managing and supervising the transport system	Boosts productivity of transport operators and increases the reliability of processes
	4.3. To ensure interoperability conditions: systems, infrastructure, timetables, etc.	Boosts productivity by reducing waiting times, freight transfers, the adaptation of resources, etc.

3.2 The development options in order of priority

Once the options have been identified, their order of priority must be based on a vision of a new TEN-T policy. Therefore this order of priority is drawn up in accordance with their impact on: efforts to tackle climate change, competitiveness, and the integration of new EU members. The results of this evaluation are given in the following table:

	Lucha contra cambio climático	Competitividad económica	Integración de la UE	Global
Dar continuidad a las redes ferroviarias transeuropeas (2.1)				
Alargar la red estructurante para alcanzar puntos extremos al sur de Europa (1.2)				
Dotar de accesibilidad a todo el territorio UE a un eje ferroviario prioritario (3.1)				
Asegurar condiciones de interoperabilidad: Sistemas, infraestructuras, horarios, ... (4.3)				
Mejorar las comunicaciones ferroviarias de los puertos (1.1)				
Interconectar los principales hubs a la RTET (2.2)				
Conectar los principales nodos y plataformas logísticas con la red ferroviaria estructurante (3.2)				
Establecer estándares comunes en la gestión y control del sistema de transporte (4.2)				
Armonizar las formalidades administrativas y legislación social (4.1)				

Efforts to tackle climate change

Economic competitiveness

EU integration

Overall

To ensure continuity with trans-European rail networks (2.1)

To enlarge the structured network to reach the southernmost parts of Europe (1.2)

To give the whole EU territory access to a priority rail axis (3.1)

To ensure interoperability conditions: systems, infrastructure, timetables, etc. (4.3)

To improve rail links to ports (1.1)

To interconnect the main hubs to the TEN-T (2.2)

To link the main hubs and logistics platforms to the structured rail network (3.2)

To establish common standards for managing and supervising the transport system (4.2)

To harmonise administrative formalities and social regulations (4.1)

The definition of a development model would then make it possible to adapt it as best as possible to time planning and cost requirements. Furthermore, various financial instruments for implementing them correctly are proposed.

3.3 Concrete proposals for development options

Concerning the development options identified as being a priority, the proposals for action

supported by the CPMR Intermediterranean Commission have been made. The result is given in the following table:

Action guidelines	Concrete proposals for action to be encouraged
<p>To ensure continuity with trans-European rail networks</p> <p>To enlarge the structured network to reach the southernmost parts of Europe</p>	<ul style="list-style-type: none"> • To strengthen the operational capacity of the rail network over mountain ranges, through rail barriers to the north-south European connections: Pyrenees, Alps, Balkans <ul style="list-style-type: none"> – Pyrenees: central axis (Algeciras/Sines-Madrid-Paris) and the Mediterranean corridor as far as Algeciras (Fermed) – Alps (Geneva-Basel-Rotterdam) – Balkans (Athens-Sofia-Nurmburg, Dresden)
<p>To give the whole EU territory access to a priority rail axis</p>	<ul style="list-style-type: none"> • To develop the rail network in areas with poor accessibility <ul style="list-style-type: none"> – South-west Spain – The French Mediterranean seaboard
<p>To ensure interoperability conditions: systems, infrastructure, timetables, etc.</p>	<ul style="list-style-type: none"> • To design and develop the minimal conditions of transport systems with regard to: <ul style="list-style-type: none"> – Information Systems, – Infrastructure: size, physical characteristics of infrastructure, etc. – Conditions of service. • To devise common administrative processes between countries from the Mediterranean basin and the EU, to establish the basis for a common technological platform
<p>To improve rail links to ports</p>	<ul style="list-style-type: none"> • To develop high-capacity rail/port facilities or infrastructure and productivity in the main ports of the European Mediterranean basin with the most obvious problems, and with the best potential links between the two shores.
<p>To interconnect the main hubs to the TEN-T</p> <p>To link the main hubs and logistics platforms to the structured rail network</p>	<ul style="list-style-type: none"> • To develop highly effective intermodal logistics platforms constituting real transport system hubs

4. DEVELOPMENT OF THE NEW TEN-T POLICY

4.1 Choice of development model

Further to completion of the analysis, it is considered that **the most suitable development model is the priority network** (select priority projects linked according to a network structure).

It is considered that the priority network model makes it possible to approach the main lines of development proposed more carefully and with better guarantees. Moreover,

- This development model is better for developing proposals for concrete proposals,
- There is a quicker return on investment for society,
- As far as priority projects with a network structure are concerned, less resources are needed than for overall network development models.

However, the implementation of this model must be accompanied by the following aspects:

- The identification process and choice of projects must be clear and subject to consensus,
- Territorial, economic and social cohesion criteria must be taken into account, over and above basic cost-benefit calculations,
- An effort should be made to strengthen the participation of all regions involved in the whole of the process, both as far as the policy review and network policy delivery are concerned,
- An overall objective of the transport network with access to the entire EU territory.

4.2 Financial instruments

Lastly, the following financial instruments are proposed in order to ensure the full development of the TEN-T as far as infrastructure and transport services are concerned:

Field of action	Financial measures	Observations
Financing of infrastructure	<ul style="list-style-type: none"> • Direct public funding: <ul style="list-style-type: none"> – Development studies – Construction of infrastructure and facilities • Public private partnerships (PPP) : <ul style="list-style-type: none"> – Build-Operate-Transfer (BOT) 	<ul style="list-style-type: none"> • The European Commission and participating states must promise to allocate resources • The priority network development model encourages more direct allocation of budgets to projects selected • As well as public financing, the planned objective of investment, private investor involvement is proposed in BOT form (for example for the Figueras-Perpignan service)
Incentives for services	<ul style="list-style-type: none"> • Focus on transporters (freight) that encourage the use of sustainable modes of transport 	<ul style="list-style-type: none"> • Targeted at rail transport with a view to: <ul style="list-style-type: none"> – maintaining operators' competitiveness – managing to adapt the supply chain to the service characteristics of railways
	<ul style="list-style-type: none"> • Focus on operators that encourage the development of a new range of services using sustainable modes of transport 	<ul style="list-style-type: none"> • This is targeted at maritime transport in order to achieve the minimum volume/profitability making it possible to launch new RoRo and short sea shipping lines

