



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 guarantee economic, social and territorial cohesion in order to promote the well-being of all citizens from all European regions.**
- **To adjust schedules and costs.** Better planning is required to make up for the delays encountered in completing the network.
- **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 Diversification of the points of entry into Europe

In the context of globalisation, the very strong convergence of international logistics flows towards the north of Europe is generating heavy dependence, a widening of the competitiveness gaps between the centre and the periphery and above all an increase in overland transport flows, in particular road transport, until now.

It will be essential to shift the balance of entry points from the north to the south of Europe in order to promote sustainable development of territories and limit transport-related problems.

2.2 Development of south-north Mediterranean trade

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.

The TEN-T approach must take into account and incorporate the work carried out in the framework of the Trans-Mediterranean Transport Networks (TMT-T).

2.3 Strengthening the Mediterranean arc and links with inner Europe

The coastal regions of the Mediterranean are major population centres at European level, which generate huge passenger and goods transport flows in territories with many constraints (density of urbanisation, mountainous areas, areas with major environmental/heritage issues).

The development of alternatives to road transport along the Mediterranean arcs is thus essential, as are efforts to promote links between these territories and inner Europe. The priorities should be as follows:

- to develop maritime and rail links as alternatives to roads along the Mediterranean arcs,
- to develop ports' hinterlands through sustainable modes of transport (rail, waterways)
- to establish real lines of communication with the south of Europe,
- to improve the competitiveness of industry in the Mediterranean basin.

2.4 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.






The development of intermodality raises not just infrastructure issues, but also the problem of how to integrate logistics networks, which requires coordinated efforts by the various partners (technical agreements between logistics operators, standards, customs procedures, etc.).

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>Impulso a los puertos mediterráneos</p>  <p>Support for Mediterranean ports</p>	<p>1.1. To diversify the points of entry into Europe</p>	<p>Develops ports' capacity</p>
<p>Desarrollo eje Sur-Norte</p>  <p>Development of the south/north axis</p>	<p>2.1. To improve rail links to ports</p>	<p>Integrates the transport chain with the most effective modes in the environmental field.</p>
	<p>2.2. To enlarge the structured network to reach the southernmost parts of Europe</p>	<p>Establishes more links to Africa by increasing the number of transport services and their competitiveness</p>
<p>Conexión con el interior de Europa</p>  <p>Links with inner Europe</p>	<p>3.1 To develop local maritime links</p>	<p>Offers an alternative to road transport than can be developed in the short term</p>
	<p>3.2. To ensure continuity in the rail networks in the Mediterranean arc and trans-European network</p>	<p>By ensuring the interoperability of systems and infrastructure and by giving them a constant capacity to operate</p>
	<p>3.3. To interconnect hubs to the TEN-T</p>	<p>By developing separate ports and main Mediterranean logistics platforms between priority connection hubs</p>
<p>Desarrollo de la Intermodalidad</p>  <p>Development of intermodality</p>	<p>4.1. To give the whole EU territory access to a priority rail axis</p>	<p>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</p>
	<p>4.2. To link the main hubs and logistics platforms to the structured rail network</p>	<p>To establish a real transport infrastructure network by involving all participants in the chain and giving them infrastructure resources</p>
<p>Desarrollo eje Sur-Norte Conexión con el interior de Europa Intermodalidad</p>  <p>Development of the south/north axis Links with inner Europe Intermodality</p>	<p>5.1. To harmonise administrative formalities and social regulations</p>	<p>Facilitates business links by making them less complex and reducing costs</p>
	<p>5.2. To establish common standards for managing and supervising the transport system</p>	<p>Boosts productivity of transport operators and increases the reliability of processes</p>
	<p>5.3. To ensure interoperability conditions: systems, infrastructure, timetables, etc.</p>	<p>Boosts productivity by reducing waiting times, freight transfers, the adaptation of resources, etc.</p>

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, cohesion 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)				

(Translation of column headings)

Efforts to tackle climate change

Economic competitiveness

EU integration

Overall

(Translation of row headings)

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 hubs to the TEN-T (2.2)

To link 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 (Ferreid) – Alps (Geneva-Basel-Rotterdam) – Balkans (Athens-Sofia-Nuremberg, 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 (the new Montpellier/Perpignan line- Nimes/Montpellier bypass).
<p>To ensure interoperability conditions: systems, infrastructure, timetables, etc.</p> <p>To diversify the points of entry into Europe</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 ports of the European Mediterranean basin with the most obvious problems, and with the best potential links between the two shores.
<p>To interconnect hubs to the TEN-T</p> <p>To link 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

The network development model based on a conceptual pillar gives greater flexibility in comparison to all the other models identified, when seeking to identify the concrete actions of the peripheral regions and thus to assure better coverage of projects in our area of influence. Even though this model represents a smaller step towards the major projects being advocated by the CPMR, it reduces the risk of being clearly excluded from the infrastructure developments of the TEN-T. It also offers greater development potential for a coherent and flexible network, which will provide European added value and facilitate territorial cohesion and relations with third countries.

For this reason, it is appropriate to give priority to this network model based on a conceptual pillar as far as the development of TEN-T policy is concerned, and to come into line with the decision adopted by the CPMR.

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

- The identification process and choice of projects must be clear, objective 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,
- There should be an overall approach to the TEN-T with access to the entire EU territory.

On the other hand, even though the priority network model (selecting priority projects on the basis of a network structure), may help the Mediterranean region to progress if TEN-T projects ultimately include key projects for the comprehensive development of the region (the Mediterranean corridor as far as Algeciras, for example), it also entails a risk if, when priority projects are being selected, the focus is on the central European area, without the specific needs of peripheral regions being adequately met. This development model also requires a more rigorous approach to future planning; it is thus less attractive than the conceptual pillar model which has been chosen.

4.2 Financial instruments

Lastly, the following financial instruments (the list is not comprehensive) are proposed in order to ensure the full development of the TEN-T as far as infrastructure and transport services are concerned, among which the participation of private initiatives stands out:

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

