

Revision Process of the TEN-T in the European Commission

The Transport's Director of the CRPM, Mr. Patrick Anvroin, got a request from Mr. Edgar Thielmann, responsible for TEN in DG TREN, in order to present the European Commission with some ideas for the publication of a Green Book on the trans-European transport networks (TEN-T), which is expected to be published by the end of 2008.

The ambition of this Green Book is to carry out an evaluation of the needs of TEN until 2030, although, in financial terms, the revision of TEN will be carried out for the period 2014-2030.

Participation of the transport workgroup

The Commission has invited the CRPM to present contributions regarding the establishment of new definitions or concepts, rather than the identification of new infrastructures:

- The contributions must be different from those carried out by the CRPM in 2003-2004 (which consisted on the presentation of a global demand of the CRPM, resulting from the integration of all the priority projects of the geographic commissions).
- The budgetary context is uncertain beyond 2013 (during the last negotiation, the Commission requested 20 billions of Euros and only got 8).

The Commission wants to introduce territorial criteria in the selection of the TEN, given that several countries (The Netherlands, Poland,...) have already positioned themselves for it. That way, the financial support for the TEN should not be identical in different geographical situations, such as peripheral regions.

Among other concepts, the Commission wishes to introduce aspects such as connectivity, the relations with the energy issue, measures related to climate change and the global dimension (the TEN shouldn't be thought only for the distribution of goods within Europe or for the connection with neighboring countries).

Proposal of criteria from the transport work group

In the following pages we present criteria of revision of the TEN-T selected by the participant Regions in the work group as relevant.

First block: Territorial criteria of strategic interest to the regions, to the debate.

Criteria	Comments
Cohesion of the peripheral regions	<ul style="list-style-type: none"> • The difference between the infrastructures of the central and peripheral regions will be increased even more if cohesion criteria are not introduced in the definition of the new ones TEN-T, worsening even more the existent gap. The criteria to be introduced should contribute to reduce that "gap." • Aware of the potential of economic development that transport networks can generate in the peripheral and border regions it is proposed to expand the TEN-T to cover the whole Mediterranean. • The extension of the TEN-T to the limits of the UE will induce economic growths in non member countries that will benefit to the peripheral regions, being therefore for them of great interest. However, it becomes also necessary to introduce measures that limit the risk of competitiveness losses of the peripheral regions in front of third countries. • To evaluate, as designing criteria, not only the economic potential that the infrastructures induce in the Regions, but also the incremental value on the departure situation; that is, favoring investments in the peripheral regions of current less economic potential, and that don't generate enough resources to self-finance, as can happen in some more central regions with access to a larger volume of traffic. • To evaluate the proposals improving the appeal of the transport nodes of peripheral regions impelling the development of logistical activities of support to the ports operative. • The financing criteria could introduce additional details to the designing criteria, although it seems to be more reasonable that both criteria to be the same. In the case that new infrastructures will be only justified with cohesion criteria, the possibility of contributing to its financing with structural funds should be valued.
Sustainability	<ul style="list-style-type: none"> • The designing criteria should contribute to balance the center-periphery distribution of traffics. • The design of the infrastructures should introduce sustainability criteria, so the criteria will favor the flows of freight to be balanced in both ways of the infrastructure. • The current situation, with transport means loaded in the itineraries center-periphery and empty in the returns periphery-center, is inefficient and it is not sustainable. It is necessary to push the development of some access nodes of freight to the UE from the periphery.

Criteria	Comments
Connectivity of the transport networks	<ul style="list-style-type: none"> To push the development of the intermodality, especially the rail-maritime one. To highlight the high-priority interest of the multimodal axes and the improvement of the trans-border connections. To favor proposals that encourage the connectivity with nodes of the Sea Highways, encouraging short sea shipping to those destinations. To subsidize, in the MoS call for tenders, not so much the frequency and service capacity of the high-capacity way, that should be competitive regarding other transport modes in order not to induce inefficiencies, but granting priority to the lines of short sea shipping connecting the regions with the sea way of high capacity.
Global dimension	<ul style="list-style-type: none"> To identify the entry nodes to Europe of the traffics with each world region, by goods type, the current ones and those wished to be enhanced as such in the mid term, according to criteria of economic development, reduction of congestion and sustainability. To adapt the administrative processes in the main entry and exit nodes, favoring the specialization of transport infrastructures to the regions of origin and destination of the traffics.

Second block: General concepts and definitions, of easy consensus, on the improvement of the service, technological development, climate change and environment preservation.

Criteria	Comments
Congestion reduction	<ul style="list-style-type: none"> To impulse technologies that make it possible to collect traffic data from close communication ways in order to contribute with information on traffic management that avoids or delays the congestion of the ground communication ways To push the definition of criteria to the distribution of that information (control centers, authorities, security, sanitary assistance); make public information on the state of the ways in real time.
Service quality encouragement	<ul style="list-style-type: none"> To introduce criteria regarding user service in the definition and process of concession of new infrastructures To impulse the development of services of added value to the user (for example the transmission of information and connectivity).
Dynamical security	<ul style="list-style-type: none"> To develop new criteria of dynamical security in the design of infrastructures. To promote the technification of the traffic control centers, based on best practices in leading countries. To develop connectivity between infrastructures and users: sending and reception of information, service provision.
Climate Change	<ul style="list-style-type: none"> To analyze and catalogue the energy trace of the existing transport infrastructures. To implement criteria of evaluation of energy trace in processes of definition of infrastructures, favoring the lesser impact ways.

Criteria	Comments
Energy consume	<ul style="list-style-type: none"> • To implement criteria of energy saving in the building, exploit and maintenance of land ways. • To research on building materials and processes lesser energy consuming. • To impulse processes of maintenance lesser energy consuming and of low impact on the service level of the infrastructure (avoiding the closure of the way in order to carry out maintenance tasks). • To promote energy recovery in the operation of the way (electricity generation in tunnels, as an example).
Fauna and flora affectation	<ul style="list-style-type: none"> • To generate common visual codes in order to signal areas of special interest (cultural, biological, higher accident risk,...).