



TEN-T Days 2009:
**The future of Trans-European
Transport Networks**

NAPLES 21–22 OCTOBER 2009
www.ten-t-days-2009-naples.eu

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The future of Trans-European Transport Networks

ISSUES PAPERS
for the workshops and Round tables



ISSUES PAPERS

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WORKSHOP 1: HIGH SPEED RAIL

1. Introduction

High speed rail (HSR) network is quickly developing across Europe, conveying a large amount of investments.

The extension of the HSR network equals about 5.500 km and is expected to increase up to 15.000 km by 2020 considering new high speed lines alone. Each year 1000 km of new HSR line are entering into the operation in the European Union. Most of the TEN-T HSR lines are priority projects. 85 billions Euros have been invested in HSR, and further 180 billions euros investments have been planned. So far 90 billions passenger * km are benefiting from new or upgraded HSR lines. Demand is expected to increase steadily over time (450% by 2020 and 600% by 2030), and passengers number is expected to exceed 1 billion passengers by 2020.

HSR is not only a successful means of transport – it also contributes significantly to curb Greenhouse gas emissions (by some tens million euros), thanks to modal shift from highly polluting modalities such as air transport and private cars. The HSR growth will lead to a much stronger reduction of CO₂ emissions if EU electricity will be produced through less carbon intensive technology than today, according to the EU energy-climate change strategy (the so called 20/20/20 strategy). In general HSR provides to a substantial reduction of external costs generated by transport sector.

References

A study on "European High Speed Rail: An easy way to connect", containing maps of the 2008, 2010, 2015 and 2020 developments by EU Member States and by TEN-T Priority Axis is available under: http://ec.europa.eu/transport/infrastructure/studies/ten_t_en.htm

2. Topics for discussion

- **Toward a EU-wide HSR network**

So far some EU countries developed important national high speed networks, but we have already gathered experience from the first successful examples of cross border HS links (eg: Paris, London and Bruxelles).

Now we need to complete linking national networks thus creating an EU-wide HSR network.

- **Core network approach and HSR**

A "core network" approach at EU level would allow exploiting synergies between high speed lines and increasing HSR traffic demand. Interoperability across the EU rail network is a pre-condition to be met to take advantage of it.

Another important fact to boost the demand for HSR network is to link it to the main airports (as for Paris CDG or Amsterdam Schiphol).

- **HSR and its positive environmental balance**

HSR contributes significantly in addressing some key environmental concerns (notably Greenhouse emissions – if electric power is generated through low carbon technologies), but, so far, these "external" benefits have not improved the financial return of HSR investments – the avoided external costs could become a potential source financing for HSR lines.

- **EU financing of the HSR / TEN-T core network**
So far there is no network-oriented financing tool. It could be envisaged to enhance the future development of the HSR / core network.
- **Toward a single, open railway market**
The forthcoming liberalisation of the rail passenger will have an impact on the competitiveness of these services, and will potentially boost the revenues of the infrastructure owners, if HSR modal share keeps increasing.
- **HSR: a unique opportunity for EU industry**
The HSR is a European technological success. The USA administration has launched an ambitious programme and a number of EU neighbouring countries, such in Russia. Turkey and some other countries are planning HSR lines as well.
The EU industry, thanks to the experience so far gathered, has a competitive advantage that has to be exploited worldwide.

Annexes

Outlook of PP developments

WORKSHOP 2: WATERBORNE FREIGHT TRANSPORT - MOTORWAYS OF THE SEA, PORTS, INLAND WATERWAYS

1. Introduction

The Waterborne freight concept means reducing congestion in mainland Europe, making better use of the continent's maritime and inland waterways transport resources and breaking down the barriers between different transport modes.

Motorways of the Sea (MoS) and Inland Waterways (IWW) shipping have the potential to integrate and to connect peripheral regions of the European Union with internal regions. An efficient and sustainable network on the European seas and rivers will support the Macro Regional Strategy for the overall development of homogeneous regions.

The Macro Regional Strategy has already been launched in the case of the Baltic Sea and will shortly be launched for the Danube River Basin. In these two cases, the Macro approach puts the sea or the river at the centre of the region and builds around it all the other aspects for sustainable development: respect for the environment, social and economic growth through the development of an efficient and effective transport network.

Maritime transport is the backbone of international trade, yet its capacity has not been fully exploited in Europe. Motorways of the sea, which focuses on successful short-sea shipping routes and deep-sea transshipment operations, intends to shift cargo traffic from heavily congested land transport networks to the more environmentally-friendly seaways and waterways. Through the establishment of frequent, high quality maritime-based logistics services serving the internal market and connecting ports in different European countries, Motorways of the Sea is set to become a viable alternative to congested land transport.

The project intends to integrate maritime transport chains in door to door logistics, thereby reinforcing the links of ports to their natural hinterlands. It will also help concentrate flows of freight on sea-based logistical routes to improve existing maritime links. Finally, it will support the development of new, regular and frequent maritime links for the transport of goods between Member States and improve access to peripheral and island regions and States.

For MoS the required development should focus on three pillars:

- 1) Support for the deployment of more efficient and safe ships and maritime transport operations e.g. traffic management, tracking and tracing of cargoes, easy administrative procedures.
- 2) The development of port infrastructure, including information systems with a view to achieve increased port efficiency and
- 3) The development of better multimodal hinterland infrastructure connections in order to guarantee streamlined door to door logistics linking the port to its hinterland.

Investment priorities should now focus on the development of physical infrastructure (ports and hinterland connections) as well on the deployment of intelligent infrastructure (e.g. RIS and VTMS)

Concerning waterborne freight, much has already been done, in particular concerning the use of inland ports as feeders or "back door ports" to large sea ports e.g. Duisburg/Rotterdam. The use of compatible traffic and transport management systems to provide integrated information services such as River Information Services (RIS), already developed for IWW, is now being tested in different sea ports e.g. Dunkirk with a view to guarantee a smooth connection to the freight connections to the new Seine-Scheldt canal.

Both waterborne modes of transport need to rely on ports as an efficient and capillary interconnection with other modes, mainly with rail and road transport means for further or final delivery.

Co-modality is therefore an additional key aspect for the development and the success of waterborne transport. Appropriate infrastructures for ports and for interconnections have to be realised in order to guarantee reliability and effectiveness of the transport mode.

Inland Waterways Transport with its largely available capacity and its environmentally friendly characteristic represents a unique opportunity to reducing congestion in highly developed European regions as well in fast growing regions, provided that the following themes will be properly developed:

- 1) Global regional strategies encompassing all aspects of the society are to be put in place; inland waterways transport will be most effective and will be of most benefit if it will include services to the local population like, for instance, commuting transport facilities near large cities;
- 2) Modernisation of ports facilities and creation of efficient intermodal connections for a fast and economically viable transfer between modes;
- 3) Measures have to be taken in order to develop fleets where needed and to modernise it taking advantage of presently available technological developments

2. Topics for discussion

- Sustainable transport systems mean: reliability of the infrastructures, continuity of service, punctuality, timing, environmentally friendly, safe and secure: can inland waterways satisfy all these aspects and how?
- Impact of climate change on inland waterways: what measures should be taken?
- The challenge that the present economic crisis is setting requires an appropriate response in terms of efficiency, modernisation and economic viability of the fleet and what measures should be envisioned?
- The Danube River Basin Strategy will call for a truly coordinated effort between Member States and third countries: how can this be achieved in an effective way? And what roles can stakeholders and the private sector play?
- To develop co-modality, ports will be the nodes of interconnecting networks: what are the necessary interventions to make this work? How can inland waterways transport be integrated with Short Sea Shipping, rail, road and air transport on a regional basis?
- What are the necessary policies to be incorporated in the TEN-T Guidelines for ports (both sea and inland ports) to continue growing without facing overwhelming bottlenecks located inland
- Is there a need to clarify the concept of Motorways of the Sea and to revise the procedures to provide public support?
- How to incorporate innovation better in Waterborne Transport, i.e. how to speed up the deployment of innovative technologies and concepts in the infrastructure and in operations?
- How should the TEN-T be oriented to promote compatibility and integration of IT systems (VTMIS, RIS, ERTMS, etc) used for infrastructure management in order to substantially enhance the performance and relieve the congestion faced by many EU ports? What is the role of Galileo-based IT services, which could help the most and what priorities do you suggest to set for these services in particular?
- Is connectivity of land infrastructure as a whole (ports included) improving at the same pace as transport services are becoming integrated?
- Should land-use planning and other policies aimed at developing cohesion and a more sustainable transportation system be given a larger share of TEN-T support?

1. Introduction

Europe's internal market is its greatest economic strength. However, its physical transport infrastructure is poorly equipped in certain places to cope with the consequences of this internal market. Road infrastructure sustains most of the increasing freight and passenger traffic. This leads to endemic congestion at certain points on the network, and at ever more places in the network, resulting in loss of GDP and to increased emissions of greenhouse gases (GHG).

The European Union has committed itself to reducing greenhouse gas emissions by 20% by 2020 and by 80% by 2050. Emissions are a problem throughout Europe, not only environmentally sensitive environments and their inhabitants need protection; nearly all Member States have problems meeting their greenhouse gas and particulates emissions obligations. As soon as growth picks up again after the current downturn, the EU can show that economic growth and respecting climate commitments can go hand in hand.

Transport has an important part to play in reducing GHG emissions. Cleaner modes of transport than fossil-fuelled trucks (which will be with us for the foreseeable future), need adequate policy measures to gain sufficient market share to reduce Europe's GHG emissions impact. Before the infrastructure will be there to sustain electric transport, which is hardly feasible for very heavy duty vehicles or ships for the coming 20 years, action is necessary.

This session focuses on railway infrastructure and especially on rail freight. Railways are an industry where the internal European market seems not yet to have penetrated the minds of the decision makers. This to a large extent explains its lack of competitiveness in the logistics chains. If crossing a border leads to problems of interoperability causing long delays, national borders constitute just a severe an obstacle to rail freight as crossing natural barriers does.

Railway users, mostly freight forwarders have an important part to play. They can mobilise the industrial sector which needs rail transport to improve their logistics portfolio, be it for environmental footprint or diversification reasons. In the area between Lyon and Turin, for instance, industry helps pushing the policy debate in the direction of better rail freight links.

Railway users equally include organisations such as ports, operators of multimodal platforms, inland waterway industry and so forth. Connecting these transport hubs to a modern rail freight network, able to meet their transport demands will improve their chances of growth in the future, as it will enable them to cut down on inefficiencies in their hinterland operations.

This session focuses on our shared responsibility to help building and modernising railway infrastructure and to Europeanise railway operation. This session will look in particular into what is being done at Member State, industry and EU level to create a logistics chain in which every transport mode can play the part that is best suited to its characteristics. The European north-south railway projects Berlin – Palermo, Iberian priority projects and the east-west railway projects Lyon – Ukraine and Paris – Bratislava will be discussed more in depth.

2. Topics for the discussion

- What is the role of the railway industry and of other industrial players in making rail a viable alternative to road and, possibly, other transport modes? How should the railway industry make a reality of the internal market by enabling interoperable traffic across the continent?
- The new European legal framework concerning railways, the three railway packages, has not yet become practice on the ground. This leads to unnecessary delays, costs and thus to a sustained lack of appeal of rail as an option for freight forwarders. What is the responsibility of the railway industry, of the Member States, or the EU level in this situation? How can interoperability and harmonised standards throughout Europe become normal practice?
- Do natural barriers such as the Alps, the Pyrenees, sea straits and others constitute the biggest barrier to fluid logistics in Europe and the part of rail in the logistics chain? Or would you argue that lack of an integrated corridor approach, the presence of interoperability and mutual recognition problems constitute a greater barrier to the share of rail?
- Should the European Member States enable a bigger share of rail in longer distance freight transport, also across the European Union's internal and external borders? If so, which policy measures would they have to take?
 - Infrastructure and transport charges (internalising external costs)
 - Financial incentives
 - Politically prioritising construction of physical infrastructure to create a European internal market
 - Interoperability measures
 - Other?
- On what basis should policy measures, if deemed necessary, be taken?
 - Financial costs of today, taking account of inflation
 - Financial costs, including gains that ensue from making the logistics chain more efficient
 - Financial costs, including policy measures necessary to include externalities in pricing
 - Costs to society, including health costs and costs to fulfil the Union's climate commitments
 - An assessment of the physical transport infrastructure needs to enable transport to help delivering on the GHG reduction commitments of 2020 and 2050
 - How real do you value the risk of faulty deployment coordination in an EU context: spending more and achieving less on our GHG commitments because policy or other measures or not taken in the right order to optimise impact?
 - Other?

1. Introduction

The geography of the Northern Dimension and Eastern European Regions, the very long distances by European standards (especially to the northern parts which are very remote), the rich amount of natural resources of importance for European industries, the extent of the sea that links but also divides the regions, the extensive external borders, the hard climate conditions with long winter seasons: all these pose special challenges to communication and physical accessibility in the region.

To these physical challenges should be added the challenges of non-infrastructure bottlenecks stemming from different regulatory traditions, historical legacies and implementing practice between the EU and non-EU countries of both regions, and within the EU as well. Infrastructure planning remains centred on the national level, potentially leading to sub-optimal outcomes.

Institutional & Policy Frameworks: While EU TEN-T and transport policies aim to deal with challenges within the EU, the Northern Dimension Partnership on Transport and Logistics, under the aegis of the Northern Dimension Policy, aims to deal with cross-border infrastructure, logistics and regulatory issues between EU and non-EU countries, notably Norway, Russia and Belarus.

2. Topics for discussion

The Workshop is intended to serve as a broad and open platform for discussion of all relevant issues pertaining to the Northern Axis.

- The Workshop is a good setting to reconfirm the political will of the Northern Dimension Partners to move ahead with a meaningful Partnership on Transport and Logistics, as a distinct Partnership under the Northern Dimension.
- The Northern Axis and the Motorways of the Sea, as defined by the High Level Group chaired by Loyola de Palacio, remains the foundation of future work for cooperation on infrastructure networks development in the Northern Dimension region. The Workshop can discuss how the HLG exercise can be built upon and adapted to economic, political and policy developments in the region, how potential new preferences of the various actors can enhance the 'Palacio package'.
- Non-EU countries participating at the Workshop may also want to offer their views on the ongoing TEN-T policy revision process, in particular on how to articulate together a sound interconnection policy, leading to genuine infrastructure and policy 'bridges' between the EU and its neighbours, and taking into account the geographical, demographic and economic specificities of the region .
- Exchange of information on national and bilateral initiatives with international impact, where cross-border cooperation is needed in the Northern Dimension region. For example, the Norwegian government has recently launched a strategic study on the future needs of infrastructure improvements in the High North in order to exploit the potential natural resources in the seas of this region in a sustainable way. Inputs from Russia and the EU member states in the region would be useful and welcome.
- Non-infrastructure bottlenecks can play a significant role in limiting mobility, trade and ultimately development in any region. Unfortunately, such bottlenecks still affect the

Northern Dimension area. They are being addressed within the EU-Russia Dialogue and will be an issue for the new Transport and Logistics Partnership. The Workshop could look at how the various institutional set-ups in the region can better address such bottlenecks.

- International Financial Institutions can play a supportive role not only on the basis of their financial capacity but also by bringing in their experience in project structuring and supervision for the benefit of network and logistics development on the Northern Axis and in the wider Northern Dimension area.

These institutions apply well-established criteria for financial, socio-economic, environmental, technical and institutional viability in their funding decisions and dissemination hereof can benefit the streamlining of best practices among project sponsors.

In the current economic situation mobilization of financing is constrained, affecting also infrastructure funding, which emphasizes the role of the IFIs as lenders as well as facilitators for other sources of funding. The IFIs have specifically been invited to collaborate with and within the Partnership on Transport and Logistics.

- An exchange of views could also take place on the role of regions or the sub-national level of governance on cross-border cooperation in their areas of competence. The experience of BEATA can be particularly relevant in this context.

1. Introduction

The workshop intends to take into account the particularities of the Countries having clear European perspectives.

The Core Network represents a backbone network for South East Europe regional cooperation and it is of utmost importance for the region to be connected with Trans European Network. Well established transport connections will help the South East Europe (SEE) candidates and potential candidates for accession into the European Union to further develop their European perspective.

The development of transport infrastructure in SEE and its connection to the trans-European network is of particular interest to the EU, as the region is surrounded by EU Member States and, moreover, is central in providing the necessary transport links to Turkey, the Caucasus and the Caspian Sea as well as to the Middle East. The South-Eastern axis was therefore identified by the EU High Level Group on the extension of the major trans-European transport axes as one of the five major transnational axes, on which EU funding and investment should be focussed.

Candidate and potential candidate countries to the European Union face two main challenges which need to be performed at the same time. They need to transpose and fully implement the *acquis communautaire* on the one hand and to improve and integrate their infrastructure as to be ready to join the Trans-European Network for Transport in good condition on the other hand. All these imply a special burden to the countries both in term of planning and in financial and budgetary terms.

The experience developed through the Memorandum of Understanding on the Development of the South East Europe Core regional Transport Network and the Transport Infrastructure Need Assessment (TINA) for Turkey are valuable starting points to focus on prioritisation of crucial infrastructure projects as well as their integration in a bigger regional (European) framework.

While EU TEN-T and transport policies aim to deal with challenges within the EU, the Enlargement package is designed to support the candidate and potential candidates in their way to the EU through assistance to the reform (IPA component I), or for the infrastructure (IPA component III) for the candidate countries, e.g. Croatia, the Former Yugoslav Republic of Macedonia and Turkey.

2. Topics for discussion

The Workshop is intended to serve as a broad and open platform for discussion of all relevant issues pertaining to join TEN-T.

- Candidates and potential candidates may want to offer their views on the ongoing TEN-T policy revision process, in particular on how to articulate together a sound interconnection policy, leading to genuine infrastructure and policy 'bridges' between the EU and its neighbours, and taking into account the geographical, demographic and economic specificities of the region.

- Speed up the creation of network based on the same criteria of TEN-T which can serve as precursor of the TEN-T after accession. Experience of the TINA study for Turkey and the South East Europe Core Regional Transport Network should be analysed.
- Look carefully at the specificities of the Danube river and the other main rivers of the Region (Sava river for example) in view of better balancing the used of different transport modes. Recent initiative to boost the regional cooperation along the Danube basin in the framework of the Danube Strategy could be discussed.
- A long challenge term challenge is the revitalisation of the rail infrastructure which needs to go together with the process of reform of the rail operations. The rail market reform and the improvement of rail infrastructure are closed issues.
- Non-infrastructure bottlenecks can play a significant role in limiting mobility, trade and ultimately development in any region. Unfortunately, such bottlenecks still affect the Region. The Workshop could look at how the various institutional set-ups in the region can better address such bottlenecks.

1. Introduction

The main purpose of this workshop is to exchange best practices in the field of infrastructure policy between the Mediterranean countries which are involved in the Euro-Mediterranean transport cooperation and our African partners.

The presentation of the experiences and results of the transport cooperation in Africa and in the Mediterranean region will cover:

- The overall Mediterranean area (Euromed transport, TEN-T extension policy as results of the High level group chaired by Mme de Palacio, Union for the Mediterranean).
- The Western Mediterranean (GTMO 5+5 "Groupe des Ministres des Transports de la Méditerranée Occidentale" and UMA "Union du Maghreb Arabe").
- Africa and the Trans-African Corridors.

Europe and Mediterranean countries share the same vision of the establishment of a trans-Mediterranean network of transport including a strong and harmonised regulatory/ institutional framework. This approach is supported by the bilateral cooperation through the European Neighbourhood Policy. This strategy is also a key part of our TEN-T extension policy in the view of the forthcoming interconnection of our respective networks, notably between Europe-Africa.

Within the Euromed cooperation under the co-presidency Union for the Mediterranean, Europe-Mediterranean partners work together for the following complementary objectives:

- the follow up of the regional transport action plan 2007-2011 which comprises a set of actions and regulatory reforms in maritime, road, railways and civil aviation sectors;
- the elaboration of a shortlist of infrastructure priority projects;
- the definition and planning of the trans-Mediterranean network of transport;

The first expected results should be presented beginning 2010 and endorsed by the Ministers of transport of the Mediterranean countries during the Euromed transport Ministerial Conference.

The basis for discussions during this workshop will be provided by the outcome of the existing cooperation framework (African Union, Euromed, GTMO5+5, UMA, Union for the Mediterranean) and should focus on definition, planning and development of transport networks. The workshop will represent a starting point for the integration of the Mediterranean area in the framework of the Euro-Africa transport Forum and its forthcoming action plan.

2. Topics for discussion

The main purposes of this workshop to be addressed through the presentations and discussions:

- Articulation between the different dialogue and cooperation frameworks in the Mediterranean region: Role of the Euromed Transport Ministerial Conference.
- Role of the Western Mediterranean cooperation in the strengthening of the partnership between the European Union and Africa in the field of transport.
- Transfer of experiences and lessons learnt between the current exercises in the definition, the planning and the development of transport networks in the context of the review of the TEN-T.
- The definition of a international transport policy: Towards the connection between the different transport networks (TEN-T, Trans-Mediterranean network, Trans-African corridors..).

The workshop will be followed by a round table "Project engineering and funding beyond EU Borders" which will open the discussions on the next steps regarding the implementation of the infrastructure Policy and notably the crucial issue of its funding.

1. Introduction

TEN-T Guidelines and TEN-T implementation

The trans-European network's policy was introduced in the EC Treaty in 1992. The first Community Guidelines for the development of a trans-European network in the transport sector (TEN-T) were adopted by the European Parliament and the Council in 1996. EU enlargement in 2004 and 2007 led to a significant geographical expansion of this network. In 15 years of TEN-T policy implementation, Member States and the Community (from different grant and loan sources) invested more than 400 billion € so far.

This has contributed to better connecting national networks, facilitating traffic flows within the internal market, supporting social, economic and territorial cohesion in the Community, interlinking central and peripheral regions, backing citizens' mobility across national borders and connecting the EU's transport network with those of its neighbours.

Key projects have been completed or considerably brought forward during this time, and really made a difference: high-speed rail has grown up at European scale, with a network that, now, accounts for about 10000 km of new and upgraded lines; interoperability in the railway sector has considerably progressed. Major European projects – like Galileo or SESAR – have been developed and will once operational, open up a new era in the transport system. Member States' networks have been connected through imposing technical structures such as the Öresund Bridge or the railway tunnel between Perpignan and Figueras. Cohesion in the Community has been boosted, not least, through the construction of transport infrastructure links across countries and regions.

Future challenges

TEN-T policy touches citizens' mobility, companies' delivery chains, transport operators' and infrastructure managers' production means, and it directly relates to Member States sovereign responsibilities. The building of the TEN-T in the 27 Member States, as it is conceived at present, has been estimated to require (in addition to the amounts already spent) 500 billion € investment over the next 10 years¹ (not counting the needs in those States which are expected to join the Community in a foreseeable time.)

The Commission decided to review this policy after 15 years of experience. This means in the first instance: making it fit for new challenges – liberalised and liberalising transport services which call for an optimal infrastructure basis, enabling efficient, safe and high-quality passenger and freight movements within and across the modes; innovation – both technological and organisational, both infrastructure and vehicle related (including propulsion technologies); more demanding targets on sustainable development and climate change; fast growing transport flows between the Community and other parts of a world as a result of Europe's increasing economical and political role; further EU enlargement.

The Green Paper on the TEN-T Policy review

With its Green Paper "TEN-T: A policy review – Towards a better integrated trans-European network at the service of the common transport policy", published in February 2009, the Commission set out its reflections on the further development of this policy and invited the public to submit their views and proposals. More than 300 public and private organisations, governments (national, regional, local) and citizens participated in this consultation. Many of the contributions –

¹ In addition to the 400 billion € already spent

in particular those from professional or regional associations - embodied the positions of a large number of individual companies, bodies or administrations.

The Commission had put various issues for discussion, amongst which: the strengths and weaknesses of the TEN-T policy so far; the opportunities and constraints at network planning level; the effectiveness of instruments for policy implementation; the relation between planning ambitions, as laid down in the current TEN-T Guidelines, and means to ensure their achievement; (new) infrastructural requirements for efficient, safe and high-quality transport services on a co-modal basis; the integration of TEN-T policy and innovation; the contribution to sustainable transport and climate change; the TEN-T's role as a backbone for territorial cohesion; the added value of Community action and the roles and responsibilities at the different governance levels involved. Besides stakeholders, the European Parliament and the Council as well as the Economic and Social Committee and the Committee of the Regions adopted reports or conclusions on the TEN-T Green Paper.

2. Topics for discussion

The discussion at the Round Table, which will be opened by Mr. Preto with a summary of the public consultation results, focus on three main topics:

- Key outcomes of the TEN-T policy so far, the way to build on them and to make them an integral part of a development fit for the future challenges.
- Stressing the European dimension of TEN-T policy – building a core network.
- Better integrating TEN-T and European transport policy: a contribution to enhancing the efficiency, safety and quality of transport services and to boosting sustainability.

Round table - Project Funding beyond EU borders

The purpose of this round table is to exchange best practices – related to project funding - between the geographical areas of the TEN-T extension policy and the neighbourhood policy in particular the Northern Dimension, the Mediterranean regional transport cooperation, the Western Balkans, Turkey and Africa. Issues such as proper planning, prioritizing projects and mastering instruments and procedures to prepare and to fund projects are crucial and will be tackled during the discussion.

This round table would allow Ministers, projects promoters, international institutions and representatives from the banking system to take stock of the present situation and to discuss experiences and possible improvements.

This session will emphasise the need of coordinated support to the concerned countries from the IFIs (International Financial Institutions) and the other partners involved. A priority is also the coordinated promotion and mobilisation, through relevant framework of cooperation, of the existing financial support (Public-Private Partnerships, the IFIs, EIB/ FEMIP², sovereign funds and external policy financial instruments such as the NIF³).

The round table should allow Ministers to explain the way they have used and benefited from these instruments as well as the difficulties met with respect to these or other international financial instruments. This round table will also open the debate on possible innovative financial tools which are likely to enable and/or to boost the implementation of the infrastructure projects which have been identified in the framework of the TEN-T extension policy. In particular, the co-presidency of the Union for the Mediterranean could mention the various instruments and funds explored to support the transport projects implementation.

This session could therefore focus on the following issues:

- The need to improve the mobilisation and coordination of the existing financial instruments (Public-Private Partnerships, the International Financial Institutions, EIB (European Investment Bank), sovereign funds and external policy financial instruments such as the NIF..).
- The development of Partnership platform(s) with the countries concerned, the IFIs, the private and public technical and financial partners to improve coordination and cooperation in the different steps of the elaboration and implementation of transport infrastructure projects.
- The role of a relevant framework of cooperation to facilitate the promotion of the transport infrastructures projects and the mobilisation of the technical and financial supports.
- The possibility to explore other financing sources to foster the implementation of transport networks.

² EIB: European Investment Bank- FEMIP: Facility for Euro-Mediterranean Investment and Partnership

³ NIF:Neighbourhood Investment facility

1. Introduction

Africa is, without any doubt, one of the continents that most needs the improvement of its infrastructure, in particular its transport networks. Improved transport infrastructure, better interconnected networks, safer and more reliable transport services will definitely have an impact on living conditions as well as on economic growth of the entire continent. However, Africa finds itself often faced with a dilemma as investments needs in all transport sectors (road – rail – airports – ports – logistics) are huge and far beyond the financial capacity of the African governments, the private sector and the international donors.

In this respect, the recent Communication *Partnership between the European Union and Africa Connecting Africa and Europe: working towards strengthening transport cooperation* aimed at reinforcing the cooperation in this key sector for the development region, by putting at the disposal of the African continent the EU experience on the one hand, and on the other by proposing possible interconnections between the respective transport networks in order to facilitate market and communication flows. With this in mind, it is foreseen to hold a Forum to start discussing the basis for this cooperation.

2. Topics for discussion

In this context, the purpose of this forum, as stated in the above-mentioned Communication is not to duplicate existing fora on transport needs in Africa (such the Infrastructure Partnership Committee) but to address specific issues, directly linked to the TEN concept that could:

- help Africa to develop better transport networks – based on the TEN-T experience - with a particular emphasis on the Trans-African Transport Corridors;
- improve the physical and immaterial interconnections with the TENs.
- In order to achieve such results, the forum will take stock of the outcome of the three workshops (rail, TEN-T experience, and Maritime) held on the 21st October and in this context, participants will be asked to focus their intervention around three main pillars :
 - developing a common network map
 - development of cooperation with Africa on material and immaterial infrastructure projects
 - development of cooperation with Africa in order to cope with common challenges such as safety, security, exchange of best practices, twinning's
- The results of the discussion and the identification of the priorities should be considered as the starting point in the view of establishing, by mid-2010, a priority action plan and identifying the financial instruments required to improve the situation.

WORKSHOP 7: TOWARDS AN INTEGRATED MULTIMODAL TRANSPORT NETWORK

This workshop will build on the results of the public consultation on the Green Paper “TEN-T: A policy review – Towards a better integrated trans-European network at the service of the common transport policy” and on the corresponding reports of EU institutions and consultative bodies. It takes up the conclusions of the Round Table of the first conference day and deals with a number of specific issues which are seen to be particularly relevant for the further review process.

The question of how to revise the TEN-T at the planning level will be in the centre of the discussions at this workshop. This also touches on the issue of a more effective link between TEN-T planning scope on the one hand and implementation capacities and instruments on the other. The proposed development of a core network will be given particular attention in this context.

How could such a core network be designed? Which technical and legal/organisational requirements should it fulfil in order to meet the needs of Europe's transport system in the short and long run? How can related policy objectives, especially in the fields of sustainable and technological development, be appropriately taken into account? How can procedures at the different governance levels be co-ordinated, how opportunities combined? A trans-European core network, bringing together a geographically based "priority network" and transport policy related infrastructure "concepts" (the latter entailing a certain degree of flexibility, making it possible to also take account of marginal investments and to address evolving needs), is expected to reinforce the European added value of the TEN-T policy.

While a dual layer approach for the future TEN-T planning has been supported by the vast majority of the respondents, and while the benefits of the current "comprehensive network layer" (ensuring access functions; serving as reference framework for relevant Community legislation; contributing to Cohesion objectives) have been reconfirmed, the development of a core network is generally seen as a challenging innovation in TEN-T planning.

Such a network should integrate the current priority projects and be developed in such a way as to support traffic flows in the internal market, boost social, economic and territorial cohesion and contribute to sustainable development and in particular to climate change objectives. It should be multimodal, take particular account of inter-modal connections, urban nodes and connections to neighbouring and other countries (by land, sea and air). It should integrate intelligent transport systems for all modes and innovative solutions. By integrating transport infrastructure and transport policy objectives, the TEN-T core network shall become the genuine basis for efficient, safe and high-quality co-modal transport services.

During this workshop, the members of the expert panel will explore different aspects of the core network development: interoperability is a key issue of TEN-T policy which has been considerably progressing in the last years in the rail sector and needs to be further boosted in the future, not only for rail but also in other sectors such as intelligent transport systems. Freight traffic causes a considerable part of the carbon dioxide emissions from transport and involves, therefore, a significant potential for improvement. The development of rail freight corridors and "green freight transport" will play a key role in this respect. Relevant infrastructural requirements should therefore be covered in the future TEN-T. This involves a whole range of measures such as: the identification of bottlenecks, the development of connections between ports and their hinterland, inter-modal terminals or the application of intelligent transport systems to support freight flows across the modes. TEN-T development and territorial cohesion are interrelated, and urban areas are expected to be faced with increasing traffic problems which need to be looked at in their

correlation with the TEN-T.

The moderator and all members of the panel have gained outstanding experience on such issues. Their discussion, as well as the exchange with the audience, is expected to further stimulate the European Commission's work regarding the TEN-T policy review. One of the next milestones of this work will be the presentation of a methodology for a priority network planning (in the first quarter of 2010) as well as proposals resulting from the Green Paper follow-up activities.

1. Introduction

In this period of economic crisis, the question of financing "productive assets" such as infrastructure has to be put as one of the top priorities on the political agenda. The TEN-T represents some of the most EU-wise projects, from which the entire European economy could benefit, if and only if it is accompanied with a coordinated, well-designed and rightly calibrated financial support, as well as non-financial instruments.

The purpose of this workshop is to take stock of the existing mechanisms (public and private) of funding TEN-T projects and revenue schemes in order to explore ways of improving the current instruments. It will also open the debate on possible innovative financial tools which are likely to enable and/or to boost the implementation of major European projects.

2. Topics for discussion

- **National budgetary constraint and Exit Strategy**

When it comes to infrastructure funding, resources have always been drawn from either the taxpayers (should they be national or European) or the users, and at times a combination of them. If national taxation has been and remains a traditional way to raise funds, the Stability and Growth Pact limits the Member States' ability to contract debt for infrastructure investments.

Even though, for instance, the idea of a "Golden Rule" is an on-going open debate on whether infrastructure investments should be accounted to the Member States budget or not, the rationale of betting on the future benefits of the implementation of a fully connected, decarbonised and service oriented European network of transport by increasing debt (at a national level or a European level) is worth being discussed in-depth, as a way to both provide the Union with an indispensable instrument to achieve the Single Market and a cyclical support to the critical Exit Strategy.

- **Maximising the EU Contribution**

Back in September 2008 Vice-President Tajani together with the EIB President Philippe Maystadt, Vice-Presidents Dario Scannapieco and Marta Gajecka discussed possible strategies to maximise the use of the EIB in financing large infrastructural transport projects. It was then decided to create an informal working group with the aim of exploring the possibility of new instruments for the financing of TEN-T projects and to facilitate the participation of private investors. Finally, the working group focused on:

- supporting the issue of TEN-T project bonds;
- the EIB providing guarantees to projects;
- support to projects: Equity Funds e.g. 2020 European Fund for energy, climate change and infrastructure (the "Marguerite Fund"), and new financial instruments and "intelligent grants" to projects (LGTT).

Another practical issue which is to be addressed relates to the coordination of TEN-T budget and Regional Funds. Currently the TEN-T is managed by the Commission which is focused on the TEN-T priority projects, whilst the Cohesion Fund is managed by the

beneficiary Member States themselves. In some cases this may lead to spreading of resources across a number of smaller projects which eventually puts at stake some of the TEN-T priorities.

An improved system of coordination could be envisaged, which could involve bringing closer together management of the TEN-T budget; the EIB and Cohesion Fund resources within the limits set by the subsidiary principle, perhaps by creating an *ad-hoc* European Infrastructure Fund.

- **Towards a greater involvement of the Private Sector**

Private Public Partnerships have not yet been used to their maximum potential. Indeed PPPs can bring more efficiency to large European projects by way of a greater involvement of the private sector know-how and management skills. It goes without saying however that project promoters and public authorities have to be prepared to deal with such fine-tuned financial and management schemes.

It also requires better and harmonised standards in terms of project preparation, which though a non-financial aspect, is key to success to both project financing and project implementation.

In addition, a well balanced transfer of risk can offer new perspectives to the financing of TEN-T Projects. Recent success with the HSL Zuid and various initiatives currently undertaken in France or Portugal can show the way to go, in particular for the railway sector.

Also, providing the market with State or Community Financial Guarantees is another possibility which could enable private investors to step into EU infrastructure by bringing the necessary cash-flow to the projects and boost their implementation.

- **Monetizing the benefits**

The possibilities for cross-financing that the current Eurovignette Directive offers could be better used. They can already today enable cross-financing from revenues from road infrastructure, such as tolls, to investments into more environmentally friendly infrastructure.

Indeed, by monetizing already existing costs, the proposal will translate externalities into additional funds that can be used to invest in the transport sector through improved transport infrastructure and research and development into engine and vehicle technology.

If implemented by all Member States, this initiative would make available additional revenues in the order of 10 to 30 billion euros per year. Infrastructure improvements will create better connections of peripheral regions to the core trans-European transport network.

Even if the full use of the actual cross-financing possibilities will not completely pay for the realisation of other infrastructure (alpine rail tunnels being a special case in point), they do provide a steady, significant stream of income, which renders it more palatable for banks, pension and sovereign funds to lend money for these projects.

1. Introduction

The external dimension of the TENs hasn't been included so far in its "core business", despite the fact that Europe is already connected to its direct neighbours through land networks (rail – road - iww) or through maritime or air connections that begin/end into a Community port or airport.

Of course projects of development of long distance connections – rail or road - between Europe and Far East have already shown their strategic importance and there is a clear need to strengthen cooperation in areas of shared interest along these connections, such as safety – security – interoperability and so on.

2. Topics for discussion

- Further EU enlargement is forthcoming, and the networks of future Member States will need to be integrated into the TEN-T at the given time. Coherence between the network development within the current EU and future Member States has therefore to be ensured in the TEN-T policy review process.
- In addition, with regard to neighbouring countries in Europe (including EEA States and Switzerland), coherence between network developments shall be sought on the basis of the relevant *acquis communautaire* and connections with the EU's neighbouring regions need to be developed in accordance with the Community's relevant ongoing policies. On this basis, the perspectives of connections between the EU network and the existing and future networks of neighbouring regions (in particular Africa and the Mediterranean region) shall be explored and the Naples conference represents a first step to identify the future needs.
- Three workshops of the conference (n°4, 5 and 6) as well as the round table "*Project engineering and Funding beyond EU borders*" that took place the day before have already been already focussing on the external dimension of the TEN as well as the Community transport policy.

The purpose of this last workshop is to take stock of the outcome of the above mentioned workshops and round table and assess the way generate concrete measures to better integrate the external dimension into the review of the TEN-T policy.