

To: European Commission – DG Energy & Transport  
Sent to: [TREN-B1-GREEN-PAPER-TEN-T@ec.europa.eu](mailto:TREN-B1-GREEN-PAPER-TEN-T@ec.europa.eu)

Date: 30 April 2009

Subject: Answer to the EC Consultation on the Green Paper on the "TEN-T: A policy review – Towards a better integrated trans-European transport network at the service of the common transport policy"

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To whom it may concern,

EARPA hereby would like to answer the European Commission public consultation on the "TEN-T: A policy review – Towards a better integrated trans-European transport network at the service of the common transport policy".

As you may already know, EARPA is the association of automotive R&D organizations. It brings together the most prominent independent R&D providers in the automotive sector throughout Europe. Its membership counts at present 32 members ranging from large and small commercial organizations to national institutes and universities. For more information, please visit our website at [www.earpa.org](http://www.earpa.org).

As such, EARPA believes it has the required expertise to provide some inputs to your consultation on TEN-T, especially to the subject of Innovation (Page 12), including the relation to vehicles.

1. EARPA agrees that both the infrastructure side and the vehicle side have considerable potential for innovation and that the "traditional" borderlines between the two sides may be shifting and will become less distinct.
2. In general this means that an integrated approach is necessary in which the development of the whole system: infrastructure-vehicles-drivers is considered. The use of ICT will considerably influence future development (Intelligent Transport Systems) on the European road networks. In the future system co-operative systems are foreseen in which intelligent vehicles communicate with each other and with the infrastructure, thus optimizing the performance of the network in terms of throughput, environmental impact and safety. Individual systems are in different development and test phases, including field-operational tests (FOT). Though the pace of introduction on a large scale is difficult to predict it is strongly recommended to develop scenarios for the future trans-european road networks taking the above mentioned developments in account.
3. In spite of the increased use of in-vehicle systems, it is stressed that these developments do not mean that in the future there will be a total shift of roadside systems to in-vehicle systems. Large investments in roadside systems will remain necessary, only the type of systems will change (intelligent traffic management, communication etc.).
4. Part of the development will be the introduction of new types of (traffic) monitoring methodologies, e.g. using new sensor technologies, combined with innovative systems for closed-loop traffic control with the objectives of improving throughput, lower the engine emissions (including CO<sub>2</sub>), lower noise levels and improve safety. Dynamic maximum speeds on parts of the TEN will support this.
5. Ecodriving and E-horizon systems in vehicles will become necessary to reduce energy consumption and CO<sub>2</sub> output of road traffic, including on the TEN. The future infrastructure should accommodate this as much as possible, including possible new ways to influence driving behavior.

6. An important issue will be the safety of the new ICT based systems. On one hand they have the potential to further increase road safety by supporting the driver (or even take over some actions). On the other hand the robustness and safety of the ICT itself will be a concern.
7. Noise will remain a main issue in future road transport and will to a great extent influence the quality of life in large areas near the road network. In the development of the trans-European road network all possibilities of lowering noise levels should be taken into account, including low-emission road surfaces, automatic speed adaptation depending on actual noise levels (weather dependent!), smart use of road shields etc.
8. Important are the developments in the area of alternative energy carriers in road traffic. This includes biofuels, electric vehicles and fuel cells. The implications for the infrastructure should be taken into account (e.g. fuelling/recharging possibilities).
9. The urge for further optimization of road transport (goods and persons) in terms of efficiency will influence the composition of vehicle fleet and may lead to necessary adaptations future infrastructure. One example are road-trains for goods transport as already mentioned in the Green paper.
10. From the above it will be clear that an integrated approach that includes vehicle developments is necessary. EARPA is willing to support in further development of roadmaps, scenarios etc. Our experiences in automotive roadmapping and benchmarking studies for the European Commission (FUIORE, EAGAR) will be useful.

Hoping that these comments will be of interest and used by the European Commission while defining further its policy on TEN-T, EARPA remain at the EC disposal for any further inputs on this topic.

Should you require further information, please do not hesitate to contact either myself or Mr Hans Driever, EARPA Interim Secretary General ([hans.driever@tno.nl](mailto:hans.driever@tno.nl); Tel: +31 15 269 64 04).

Kind regards,



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