

## **AB Volvo**

### **Volvo Group position Gothenburg 29<sup>th</sup> of April, 2009**

#### **Green Paper "TEN-T : A policy review – Towards a better integrated trans-European transport network at the service of the common transport policy"**

Volvo Group supports the review of the TEN-T network policy. Efficient future progress, considering the various future challenges, is of highest importance for our society.

We support that TEN-T in the future shall be more based on priority networks and strategic international freight transport corridors where the different industry and society needs are integrated in a larger perspective in favour of separate projects of more local character. However, a priority network and corridor approach relies on efficient interchange with local infrastructure and corridors.

All transport modes have their significance and respectively mode as well as the integration of those must be strengthened to obtain efficient TEN-T networks.

We believe that future TEN-T must strengthen the roles of the different transport modes and their integration in the perspective of a complete logistic system and we can not afford to continue to obstruct the EU development and competitive ability due to political interests. This requires that all transport modes are respected for their significance and role in the total intermodal transport system.

ITS is an important part of this. It provides increased management possibilities and enhances efficiency of the infrastructure users and has a considerable potential for innovation.

Ports and airports are the gateways of the EU interface with global trade and by so have large impact on the EU growth and future success. They must be treated accordingly in the priority process of TEN-T.

We believe that increased efforts are required and that it is a prerequisite that political ambitions and financial resources are more coordinated in the future as well as that the improvements are clearly defined, measurable and committed to in the decision process. Increased efforts should be allocated in elimination of barriers against an open and efficient transport market.

The success of TEN-T in the future depends on speed of progress and accuracy in the decision process. Clear benefits of the projects will most likely have a positive influence on financing possibilities. Various and dividend political interests has so far been a major obstacle against required progress.

Considering TEN-T objectives, we believe it is important to always place competitiveness in the centre as this is the base for future prosperity and defines to what level resources can be allocated to future development of a sustainable network. Priorities and investments must be increasingly based on customer, user and market prerequisites, the commercial needs.

Actions should be taken based on to what extent they impact the EU competitive edge and by so society prosperity.

We believe it is important to consider that the prerequisites of decisions taken today, based on today's knowledge and techniques, will have changed when the result of the decisions is in operation. It is important to consider future development within different transport modes already when taking the decisions.