



## Statement of the ChemLog-Project concerning the Green Paper TEN-T: Check

On 4<sup>th</sup> February, the European Commission adopted the “Green Paper TEN-T: Check of policy – a better integrated trans-European transport network in service of a common transport policy”<sup>1</sup> and asked for statements until 30<sup>th</sup> April 2009.

Hereby a common statement of the project partners participating in ChemLog is sent.

The network ChemLog is a co-operation project of chemical regions, logistic establishments and chemical associations primarily from Central and Eastern Europe which made the following statement on the Green Paper TEN-T on its meeting in Usti nad Labem on 15<sup>th</sup> April, 2009:

### *Introducing comments:*

1. ChemLog welcomes the draft of the Green Paper of the Commission to check the trans-European network (TEN-T) policy and in that the coming up objective to analyse fundamentally the transport infrastructure of the EU and the policy in the field of TEN-T, corresponding the current and future challenges concerning transport and mobility as well as financial, economical, regional, social, environmental challenges and challenges in questions of safety.
2. The logistic costs make up 10% of the total turnover of the chemical industry in Europe.
3. In many countries – especially in Central and Eastern Europe – the largest part of chemical transports is still carried out on the streets.
4. The majority of chemical locations in Central and Eastern Europe are dependant on a working integration in trans-European transport networks because of their inland position.
5. The material network of the chemical locations in Europe is still not completely achieved.

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<sup>1</sup> KOM (2009) 44 final or  
<http://eurlex.europa.eu/LexUriServ/LexUriServ.do?uri=CELEX:52009DC0044:EN:HTML:NOT>

6. The High level group on competitiveness of the European chemicals industry has underlined in its conclusions the special role of logistics for the chemical industry.<sup>2</sup>
7. The future development of cross-border transport networks is very important for the competitiveness of the chemical industry in Europe.
8. Above all, the combined production in interconnected Chemical clusters (within the chemical regions) can contribute to reduce the total transport occurrence. Moreover, the compound production is an important precondition to secure the locations and the competitiveness of the chemical industry.
9. From the view of the chemical logistic, the creation of a multimodal TEN-T, now also including intelligent transport systems, is very important for the smoothy functioning of the domestic market as well as for the economic growth and the creation of jobs in Europe.
10. Thereby it should follow the principle to extend the transport infrastructure and logistic demands along the value chains.
11. In terms of sustainability it is necessary to strengthen the hinterland connections of European seaports, whereby priority must be given to the transport carrier rail and internal water ways in the in- and outflow traffic. This would also be a contribution to the general climate and environmental objectives of the EU, which should be considered in this part of the common transport policy.

**Question 1: Should the evaluation of the current TEN-T construction consider other factors through the Commission?**

12. The European Chemical Regions and the ChemLog partners expect that the infrastructural plans and the decisions of investments are better harmonized on all levels to optimize the invested resources. This should also be applied in the field of chemical logistic along cross-border value chains. Thereby, a stronger integration especially of the chemical regions to closer interaction with the chemical industry and logistic service providers is of large importance.

**Question 2: Which further arguments exists for or against the maintenance of the entire Network and how could the particular disadvantages of the individual concepts be balanced?**

13. The ChemLog partners support the approach that network planning is built on an agreement on clear aims and a transparent and objective planning methodology. While doing so it is important to let affected regions and Member States participate in the different stages of development and to contribute to the economic and territorial cohesion.

**Question 3: Would the approach of a prior network be better than the current approach of the prior plans? If not, what are the reasons, and what are the particular strengths of the latter one? If yes, what (further) advantages could a prior network implicate and how should it be build-up?**

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[http://ec.europa.eu/enterprise/chemicals/hlg/hlg2/pdf\\_docs/final\\_report/final\\_report\\_hlg\\_chemicals2009.pdf](http://ec.europa.eu/enterprise/chemicals/hlg/hlg2/pdf_docs/final_report/final_report_hlg_chemicals2009.pdf)

14. The ChemLog partners support the approach of the European Commission to take the network planning stronger into account than before on sector-related criteria of the network extension in order to involve stronger than before the economical demands of the most important logistic fields.

**Question 4: Would this flexible approach on the appraisal of transactions on common interests be appropriate for a policy which is normally strongly based on the state-sovereign decision of investments for the infrastructure? Which other advantages or disadvantages could this idea bring and how could it be brought into the plans on Community level?**

15. The ChemLog partners support in general a stronger collaboration of national infrastructure plans and sector related and cross-border necessities. This particularly implies that affected actors on all levels are early involved in the planning and implementation. Thereby programs like INTERREG and the EIB can make an important contribution to stronger cross-border coordination.

16. In particular the ChemLog partners support the reference to the freight traffic logistic made in the text. The full potential of the freight traffic logistic can only be completely realised, if the TEN-T policy can ensure that the right level of infrastructure exists. This is especially necessary for intermodal connection points, the capacity of railway lines, sea and inland ports (including the nation side access to sea ports), parking possibilities for commercial vehicles and IVS-systems, which serve at the same time as instrument for locating and pursuit of goods and as a component of the infrastructure.

17. The ChemLog partners underline that the construction of the green corridors within the concept of the freight logistic will support the environmentally friendly position and the innovation and they ask to develop an appropriate green corridor as a pilot project for the chemical logistic in Central and Eastern Europe. They also ask for a better coordination of corridor concepts in the field of transport infrastructure and logistics policies at EU level.

**Question 5: How can the different aspects named above be best considered within the entire concept for the future TEN-T-construction? Which other aspects should be taken into consideration?**

18. The ChemLog partners emphasize the role of the freight traffic logistic and therefore also the role of the chemical logistic within the Green Paper TEN-T. Thereby it is necessary to support the creation of multimodal terminals at important traffic junctions along the priority TEN-T projects to make the advantages of universal connections by a guaranteed and smooth handling of goods also accessible for the regional and urban distribution. This is especially important for logistic chains in the direction of Central and Eastern Europe.

**Question 6: How can IVS as a part of TEN-T improve the functioning of traffic systems? How can investments in Galileo and EGNOS be useful in form of a gain of efficiency and an optimal balance of traffic demand? How can IVS contribute to the construction of a multimodal TEN-T? How can the possibilities existing within the framework of the TEN-T-financing be well developed in order to support the implementation of the plan for the ERTMS-introduction in the most effective way within the covered time frame of the financial preview?**

19. The ChemLog partners support the important role of IVS within the framework of chemical logistic. By doing so, the profits of efficiency, savings in the volume of traffic and the security of transport can be increased.

**Question 7: Is an enhancement of the concept of the (infrastructure) plan of common interests by the shift of borders between infrastructure and vehicles or rather between the availability of infrastructure and the way of its use necessary? If yes, how could this concept be in term of its content?**

20. The ChemLog partners do not see the necessity to enhance the plan's definition between infrastructure and vehicles.

**Question 8: Would this core network be feasible on the community level and which advantages and disadvantages would be caused by it? Which methods should be applied for this concept?**

21. The ChemLog partners consider this core network on the European level a good possibility in order to set also a useful framework for the chemical logistic in Europe. But with it – from the point of view of the ChemLog partners – also the question has to be answered: if and in what form a pan-European pipeline-network between different chemical locations belongs to this core network.

**Question 9: How can the resource needs of TEN-T as whole – short, middle or long term – be covered? Which kind of financing – public or private, on the level of the Community or Member states – will fulfil the aspects of the TEN-T-construction in the best way?**

22. The ChemLog partners see an increased financial need for the enhancement of the TEN-T which is exceeding the current financial framework of the EU-budget. Therefore it is necessary to find new methods of financing and project participation within the PPP-models and with the involvement of institutions such as the European Investment Bank (EIB) in order to achieve a better leverage effect.

23. Projects like ChemLog, which foresee a cross-border and well-directed project planning for the enhancement of the chemical logistic in Central and Eastern Europe, can make an important contribution to it.

**Question 10: Which kind of help can be offered to Member States to support them in the financing and completion of their plans which they are responsible for? Should the involvement of the private economy in the supply of infrastructure be promoted in a stronger way? If yes, how?**

24. The ChemLog partners see in the stronger participation of private investors in the financing of infrastructure plans a possibility to cover future financial requirements. But in order to do so, it is necessary to develop common visions and strategies in cooperation with European institutions, Member States, regions and companies in order to develop solid financial concepts.

25. The ChemLog partners ask the Commission to list up current experiences and to analyse good practices before a decision on the intensification of these instruments is made.

**Question 11: Where are the strengths and weaknesses of the existing financing instruments of the Community? Will new (if necessary “innovative”) instruments be needed? How could the combined use of financial resources of the Community be rationalised in order to support the performing of the TEN-T?**

26. The ChemLog partners see the financing instruments of the Community as an important contribution to implement cross-border projects with participation of concerned Member States and regions and at the same time to simplify planning and implementation processes.
27. But the ChemLog partners have reservation in the combination of TEN-support with other kinds of Community financings because in this case the different aims of political instruments should not be mixed up. In this case, an important contribution through the extension of transnational cooperation in the development of infrastructures can be made, so that different instruments of financing can be combined in a useful way without blurring the original aims.

**Question 12: How can existing non-financial instruments be improved and how can new ones be introduced?**

28. The ChemLog partners emphasize that the nomination of European coordinators for the most important TEN-T-plans has been good and efficient so far. Therefore the role of the coordinators should be kept and should be supported in view of the evaluation of the TEN-applications for support.
29. The ChemLog partners suggest to enhance the “coordination of corridors” along the value chains, however a competition between the coordinators of different TEN projects should be avoided.

**Question 13: Which of these options would be the right one and why?**

30. From the point of view of the ChemLog partners option 3 would be suitable for the further development. Option 3 implies that there are two levels, existing of an entire network on the basis of existing TEN-T maps and an intermodal “core network” that still has to be determined and of which priorities the rail traffic, sustainable waterways and ports seem to be suitable as well as the relevant priority projects that are needed for its implementation, beyond the so called "conceptual pillar" for intermodal integration:
- To demonstrate main bottlenecks of transnational importance with negative effects for the European economy,
  - To create a network-building with traffic junctions instead of “dead ends” by the connection of core network axis with transnational axis to one network,
  - To connect traffic junctions of European importance as well as capital and metropolitan regions, i.e. guarantee of connections to global markets through the development of the European traffic axis as well as
  - To guarantee intermodal connections between ports and regions of the hinterland, this increases the global competitiveness of the EU.

# Partnership

**Ministry for Economy and Labour  
of Saxony-Anhalt (DE)**

**Ministry for Regional Development  
and Transport Saxony-Anhalt (DE)**

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**Polish Chamber of  
Chemical Industry (PL)**

**Association of the Chemical  
Industry Czech Republic (CZ)**

**Association of Chemical and  
Pharmaceutical Industry  
of Slovak Republic (SK)**

**Usti Region (CZ)**

**Province Novara (IT)**

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# Chemical Logistics Cooperation in Central and Eastern Europe

# Objectives

- **Strengthening Railway and Waterway transport** for chemical goods in comparison to road to improve safety and environmental protection, reduction of costs and increased speed and flexibility for chemical logistics.
- **Support of development of logistic centres** for intermodal transport and their integration in infrastructure planning.
- **Support of stronger connection of pipelines** for the development of an effective Central and Eastern European Feedstock Network.
- **Initiate transnational know-how and technology transfer** for the development of efficient transport systems with focus on West-East dimension.
- **Support of implementation of trans-European Transport Corridors**, Contribution for harmonisation of regulations, coordinated planning of infrastructure and coordinated use of European Structural Funds.

# Activities

- **Analysis and Exchange of Experience**  
SWOT Analysis,  
Best Practice Solutions,  
Knowledge Transfer
- **Investment Preparation**  
Feasibility studies on pipelines,  
intermodal transport,  
railway and waterway transport
- **Strategy Development and Mainstreaming**  
Development of Central and Eastern European Chemical Logistics Network,  
Development of Joint Strategy and Action Plan
- **Dissemination and Communication**  
Three Dissemination Events,  
Website,  
Newsletters,  
Brochures,  
Regional Stakeholder Meetings

**ChemLog** is a European cooperation project between regional authorities, chemical industry associations and scientific institutions from Germany, Poland, Czech Republic, Slovakia, Hungary, Austria and Italy with the objective to strengthen competitiveness of the chemical industry by improving framework conditions for supply chain management in Central and Eastern Europe.

**ChemLog** wants to overcome barriers for transnational transport in the West-East and East-West dimension by initiating a broad process of exchange of experience and facilitating the development of transnational infrastructure projects with high relevance for the chemical industry.

**ChemLog** respectively the project partners aim to establish fruitful cooperation with relevant administrative entities from regional, national and European level, chambers, associations, enterprises and logistic providers to identify priorities and find common solutions for the improvement of logistic infrastructure in Central and Eastern Europe.

**ChemLog** invites interested stakeholders to contribute to these objectives.

