



Organization: Royal Dutch Transport Association (KNV)  
Subject: Input public consultation on Green Paper 'TEN-T'  
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#### Development of networks requires orchestration of local efforts

By their physical nature infrastructure is the responsibility of local authorities. The development of infrastructure thus is the effort of local authorities. Hence, for the development of a network local efforts must be orchestrated. It is no coincidence that the big steps forward in development of transport networks were taken in the days of vast empires such as the Roman Empire and under the Communist regime in the former Soviet Union. It is a vast challenge for the European Union to develop the infrastructure of an empire, while respecting the autonomy of its member states.

KNV regrets that the Green Paper correctly makes the observation that European citizens are barely able to 'see the difference' of Community action in relation to a comprehensive TEN-T network. KNV wishes that the European institutions have a stronger influence on the development of transport infrastructure.

KNV therefore disagrees with the Green Paper's text on a 'Conceptual pillar', which hinges on flexibility and tends to accept the current situation. KNV considers that the TEN-T policy should give the European Union a stronger role in developing the Union's transport infrastructure. Weak hearted acceptance of autonomous decisions by member states defuses the objective of the TEN-T network and the Union's responsibility.

To national authorities KNV would like to stress that the EU TEN-T policy is an efficient instrument for influencing the development of transport infrastructure, which is beyond the borders of its national responsibilities.

#### Infrastructure as precondition for economic development

The Green Paper starts off by stating that the TEN-T network policy aims to provide the infrastructure needed for the internal policy to function. The statement is correct, but let us be more concise, as the crucial role of transport infrastructure is too easily taken for granted.

The EU Treaty guarantees free movement of goods and persons in the Union. To this effect infrastructure must enable the flow of goods. It thus gives produce from one side of Europe value for consumers elsewhere and enables population to generate income from local work. Infrastructure must also enable persons to move to where the work is or to benefit from services any where in the Union. Therefore infrastructure is a precondition for enhancing productivity and economic development.

#### Short term bottlenecks and long term planning

Bottlenecks in transport infrastructure attract the attention at short term. Yet when planning infrastructure it is not sufficient to consider only current transport demand and to fight the symptoms of capacity shortages. For connecting regions in Europe and for planning the network a long term view is needed, which anticipates or even steers future transport volumes. The role of spatial planning in the planning of infrastructure is as yet not given attention in the Green Paper. Moreover by clever planning of infrastructure and concentrating flows the impact of transport on the environment can be reduced.

KNV acknowledges the temptation to give priority to short term bottlenecks, but pleads for long term interests to prevail, when planning infrastructure investments.

Use each transport mode to the best of its comparable advantages

Under the heading of freight logistics the Green Paper mentions the co-modality concept, but by doing so avoids the modal shift issue. Each transport mode has its comparable advantages, which makes it the most economical mode for specific applications. When planning TEN-T network the advantages of shifting traffic from one mode to another should be assessed and exploited. To this effect a corridor approach should be applied, whereby the flows in a specific corridor are analysed before decisions are taken on investments in road, rail or inland waterway infrastructure.

Develop infrastructure for the future

The current infrastructure is based on technology of the past. The TEN-T network must be developed for the future in anticipation of technological developments. Surely such developments will include larger and heavier vehicles and intelligent motorways. ITS can greatly facilitate the transfer of freight and passengers from one mode to another. ITS can thus optimise multimodal transport chains using each transport mode to the best of its comparable advantages.

Specialised infrastructure when economically advantageous

Congestion is a consequence of infrastructure capacity shortage. When investments to increase the capacity of congested segments of the network are planned, it must be considered whether modal shift or the construction of roads or rails for specialised type of traffic is advantageous. For example when planning doubling of a railway line it should be considered to plan a line for heavy and slow trains and one for fast and light trains. Similarly it can be considered to build a separate lane for public transport or heavy vehicles when motorway capacity is upgraded.

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