

Towards a Better Integrated Trans-European Transport Network at the Service of the Common Transport Policy

Meta Informations	
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Background of the respondent	
Country of residence	France
Region: Please write down the name of your region (using as base the NUTS 1 or NUTS 2 classification system as relevant, for details see http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2007:039:0001:0037:EN:PDF)	Midi Pyrénées
TEN-T components/major infrastructure most involved with (you can choose more than one)	Co-modal Air
Name:	AIRBUS SAS Contact: Pascal Huet
Name of your organisation	AIRBUS SAS Airbus is providing preliminary responses and will complete them by end of May 2009
Type of involvement in the TEN-T/major transport infrastructure matters	Industry

Green Paper Questionnaire	
Q01.- Should the Commission's assessment of TEN-T development to date cover any other factors?	Airbus is providing preliminary responses and will complete them by end of May 2009 "A fundamental review of the TEN-T policy should seek to ensure a coordinated approach and coherence between the EU's transport policy and necessary infrastructures. A truly co-modal approach will align and optimize each transport mode to promote economically and environmentally efficient, safe and secure transport services within the internal market and beyond. Here, air transport is a key part of the infrastructure that clearly supports the achievement of the Lisbon agenda objectives. The sector - beyond its direct and immediate contribution to economic growth - enables mobility and permits the development of air links and the inter-connection with other modes of transport. Through extensive research and technology, the aviation industry has limited its environmental impact, even with very strong growth in traffic that has doubled every 15 years. At the same time, it has improved the economic efficiency of its products to the point that air transport has become a widely acces
Q02.- Should the comprehensive network be maintained or abandoned, and what advantages and disadvantages would either approach involve? Could the respective disadvantages be overcome, and if so by what means?	
Q03.- Would a priority network approach be better than the current priority projects' approach? What would be the advantages and disadvantages of either approach, and how should it be developed?	

<p>Q04.- Would the flexible approach to identifying projects of common interest, as proposed with the "conceptual pillar", be appropriate for a policy that, traditionally, largely rests on Member States' individual infrastructure investment decisions? What further advantages and disadvantages could it have, and how could it best be reflected in planning at Community level?</p>	
<p>Q05.- How can future challenges in the sectors of waterborne and air transport (especially ports, inland waterways and airports) as well as of freight logistics be best taken into account within the overall concept of the future TEN-T development? Do different requirements for freight and passenger transport require different treatment in the TEN-T policy? What further aspects relating to different transport sectors / common transport policy issues should be given attention?</p>	
<p>Q06.- How can Intelligent Transport Systems in all modes, as a part of the TEN-T, enhance the functioning of the transport system? How can investment in Galileo and EGNOS be translated into efficiency gains and optimum balancing of transport demand? How can ITS contribute to the development of a multi-modal TEN-T? How can existing opportunities within the framework of TEN-T funding be strengthened in order to best support the implementation of the ERTMS European deployment plan during the next period of the financial perspectives?</p>	<p>In the air transport sector, Airbus is continuously developing new technical functionalities that permit to improve the performance of existing aircraft. However, it is clear that the product performance is not the only factor involved in eco-efficient aircraft operations. That is why Airbus strongly supports the introduction of modern, new air traffic management systems and actively participates in a number of European and international initiatives such as SESAR. An optimized air traffic management system, which can largely contribute to the reduction of CO2 emissions, will need to be considered in a TEN-T review, for example in the context of a centralized system, in order to maximize economic and environmental benefits. As part of the air transport sector's research and technology efforts, new forms of energy are currently under investigation. Airbus supports alternative fuels in its research activities, in cooperation with the various partners concerned such as fuel suppliers, engine manufacturers, research organizations and universities, and operators. Alternative</p>
<p>Q07.- Do shifting borderlines between infrastructure and vehicles or between infrastructure provision and the way it is used call for the concept of an (infrastructure) project of common interest to be widened? If so, how should this concept be defined?</p>	
<p>Q08.- Would a core network (bringing together a priority network approach as referred to in Q3 and a conceptual pillar as referred to in Q4) be "feasible" at Community level, and what would be its advantages and disadvantages? What methods should be applied for its conception?</p>	
<p>Q09.01- How can the financial needs of TEN-T as a whole - in the short, medium and long term - be established?</p>	
<p>Q09.02.- What form of financing - public or private, Community or national - best suits what aspects of TEN-T development?</p>	
<p>Q10.01- What assistance can be given to Member States to help them fund and deliver projects under their responsibility?</p>	
<p>Q10.02.- Should private sector involvement in infrastructure delivery be further encouraged? If so, how?</p>	

Q11.01- What are the strengths and weaknesses of existing Community financial instruments used for TEN-T? (TEN-T budget, Cohesion Fund, ERDF, EIB loans)?
Q11.02.- Is there a need for new financial instruments (including "innovative" instruments)?
Q12.01.- How could existing non-financial instruments be improved?
Q12.02.- Which new non-financial instruments should be introduced, for what reason?
Please classify your proposal above:
Q13.- Which of the options for developing the TEN-T is the most suitable, and for what reason?
Q14.- Would you like to make any further comment or proposal?