

Q1 Should the Commission's assessment of TEN-T development to date cover any other factors?

A1 We suggest to add:

- New intelligent transport technologies for cars, trucks and buses
- Pacing up in the deployment of ERTMS
- More focus on intermodality, incl. the role of waterways (container terminals)

Q2 What further arguments are there for or against maintaining the comprehensive network, and how could the respective disadvantages of each approach be overcome?

A2 TEN-T as a network should be maintained. The EU could play, however, a more prominent role in overcoming transnational and cross-border alliances in establishing the network. See the MONT-example.

The example of Betuwelijn (NL) shows what can happen, if the cross-border connection (in Germany) is not realised in parallel. It will take many years, before the Betuwelijn can be used optimally.

Q3 Would this kind of priority network approach be better than the current priority projects approach? If not, why not and what are the particular strengths of the latter? If so, what (further) benefits could it bring, and how should it be developed?

A3 From a city's point of view it is important to focus on intermodality, to overcome congestion in urban areas that endanger the 'free flow of goods' along the transit routes. Subsidiary to national measures and fundings, the EU should support intelligent ways of transfer, using light systems in urban areas in the place of heavy transport.

Q4 Would this kind of flexible approach to identifying projects of common interest 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?

A4 See A3. The EU objective would be to identify "transport projects of common interest" and to establish what criteria are relevant in this respect.

Q5 How can the different aspects outlined above be best taken into account within the overall concept of future TEN-T development? What further aspects should be taken into consideration?

A5 *Passenger vs. freight traffic:* special attention should be paid to the transport of hazardous goods. This kind of transport is increasing rapidly, both by train and truck. Transport (railway) companies tend to give preference to freight transport above passenger transport. Trains with hazardous goods have to drive slowly at a stable pace through urban areas, which – on heavy duty routes – hinder the free flow of passenger trains. In many cases it will not be optional to create free lanes for freight transport. On an international level the Member States and the EU should focus on special corridors for this kind of transport.

Airports: air freight and passenger transport will be increasing, despite the present financial crisis. Regional airports are gaining importance for mid- and long distance transport. They should be connected optimally to the other modalities, in order to avoid subsequent congestions.

Waterways: see A1

Freight logistics: see A3

Q6 *How can ITS, 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?*

A6 National governments and railway companies should be influenced to speed up the deployment of ERTMS, especially to foster cross border and interregional transnational rail traffic. This could give a halt to the rise of the freight traffic by the TEN-T highways and contribute to the improvement of environmental circumstances.

Q7 *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?*

A7 The MONT region would welcome one or more European joint pilot projects of R&D institutes, the (automotive) industry and authorities in infrastructure. The main problem to be solved is an organisational one: how to accommodate the combined use of “old” and “new” techniques in the same infrastructure. A small scale pilot might produce clues for solutions. Via TEN-T such a pilot should be promoted and (financially) supported.

Q8 *Would this kind of core network be "feasible" at Community level, and what would be its advantages and disadvantages? What methods should be applied for its conception?*

A8 A “core network” would always cause discussions of what the exact ‘core’ should be. All member states and regions will want to be part of the core. Not belonging to it will be recognised as relegation. No government can afford to bring this message to its regions. Free flow of goods and passengers need an optimal infrastructure at all levels.

Q9 *How can the financial needs of TEN-T as a whole in the short, medium and long term be established? What form of financing – public or private, Community or national – best suits what aspects of TEN-T development?*

A9 TEN-T cannot be accomplished overnight; it is a long term perspective. The EU could play a more coordinating role in the transnational and crossborder aspects, in order to better match the realisation in the separate countries and regions. EU money could in this respect be used as trigger money to foster international cooperation in the realisation, including cooperation with local governments. The latter could speed up procedures with local communities.

In the end it doesn't matter which money is used to finance the infrastructure. PPPs can broaden the support for TEN-T and the EU could prioritise its means by considering its efficient by-products.

Q10 *What assistance can be given to Member States to help them fund and deliver projects under their responsibility? Should private sector involvement in infrastructure delivery be further encouraged? If so, how?*

A10 See A9

Q11 *What are the strengths and weaknesses of existing Community financial instruments, and are new ones needed (including "innovative" instruments)? How could the combined use of funds from various Community resources be streamlined to support TEN-T implementation?*

A11 -----

Q12 *How could existing non-financial instruments be improved and what new ones might be introduced?*

A12 See A9 and also the cross-border example of MONT cooperation Germany-the Netherlands.

Q13 *Which of these options is the most suitable, and for what reason?*

A13 The MONT region prefers option 1 *Maintaining the current dual layer structure*, because we want to avoid a 'ranking' of states/regions within the EU and also for reasons given in answer to other questions.

Further information

For further informaton on the MONT reaction, you can contact:

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Hengelo, 23. April 2009

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Ihr Zeichen / Datum

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Green Paper on TEN-T

Dear Mr. Tajani,

Please find enclosed the MONT Region's reaction to the Green Paper of TEN-T.

MONT is an acronym for the cooperation of the German cities Münster, Osnabrück, their neighbouring districts and the Dutch Netwerkstad Twente. The latter consists of the municipalities Almelo, Borne, Hengelo, Enschede and Oldenzaal, totalling 325,000 inhabitants. The MONT Region is part of the oldest Euregion of Europe, which covers 13,000 km² and consists of 131 German and Dutch local governments. Over 3.4 million people are living in the region.

The combination of core economic areas and a geographical location on the east-west (E30) and north-south axes has led to the cooperation with the MONT Region. The partnership aims to develop an *international logistics hub* between the Amsterdam-Berlin and the Scandinavia-Ruhr-Frankfurt axes.

The Amsterdam-Berlin axis consists of three modalities:

- the highway E30
- the railway connection Amsterdam-Berlin (7 times a day)
- the Twente canal, connecting Rotterdam to the *hinterland*.

The corridor is important for the optimally operating Euregional economy, thus contributing to the Lisbon and Gothenburg Agenda. There is already a logistic focus in the northern part of Europe, connecting the economic mainports Randstad Holland (Amsterdam / Rotterdam / The Hague) and Berlin.

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The common strategy of all Dutch and German partners is focussed on:

1. the upgrading of the E30 as an important cross-border part of TEN-T
2. optimisation of the hub between the west east gateway and the north south axis, both in the highway infrastructure and in the railway schedules.
3. quality and frequency improvement of the railway passenger connection Amsterdam-Berlin and the cross-border regional connections, by introducing hybrid trains and/or ERMTS on these tracks.
4. acknowledgement of the Twente canal as part of the modal split, reducing environmental burden for the cities and the rural communities. The strategy also includes the upgrading of the container terminals in Hengelo/Twente and Osnabrück.

The Euregio/MONT region aims to achieve these goals by cooperating with the German federal states of North Rhine Westphalia and Lower Saxony, the national governments in Berlin and the Hague, and the European Commission.

Further information

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We hope that the MONT statement on TEN-T will draw your interest and are looking forward to the Commission's support in upgrading our west-east gateway in the next period of the TEN-T programme.

Yours sincerely,

Boris Pistorius
Mayor of Osnabrück, Chairman of MONT

Enclosure



Cross-border cooperation MONT: Münster-Osnabrück-Netzwerkstad Twente¹ *Partnership Germany-the Netherlands*

Introduction

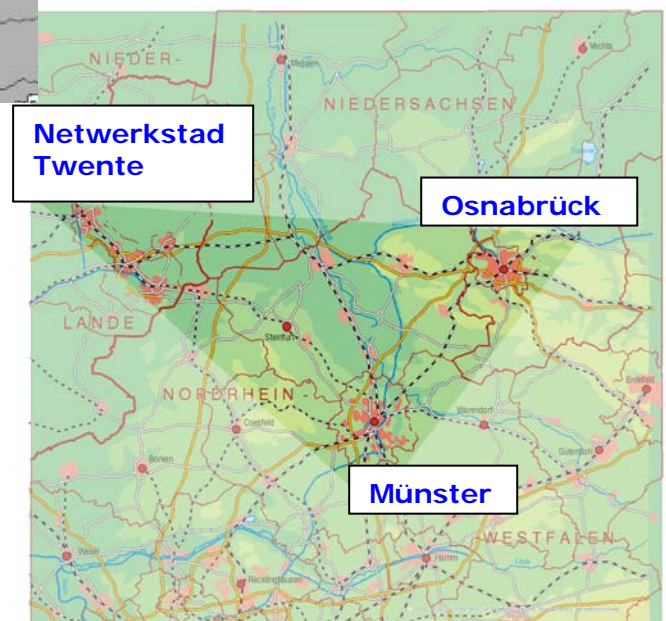
MONT, the cross-border cooperation between the Twente region and the German cities Münster and Osnabrück has been intensified over the last decade. The MONT Region is part of the oldest Euregio of Europe, which covers 13,000 km² and consists of 131 German and Dutch local governments. Over 3.4 million people are living in the region.

The combination of core economic areas and a geographical location on the east-west (E30) and north-south axes has led to the cooperation between the MONT Region. The partnership aims to develop an *international logistics hub* between the Amsterdam-Berlin and the Scandinavia-Ruhr-Frankfurt axes.

The MONT cities work intensively together as a *cross-border metropolitan area*, a totally balanced region. The collaboration is keen to raise its profile on the international stage and enter into strategic relationships with other European regions.



MONT/Euregio





TEN-T

The west east gateway E30 is part of TEN-T, albeit without priority status. The rising economy of Berlin and the upcoming economies of the Baltic states and other East-European countries emphasize the need for an upgrading of this corridor. The Dutch A1 – part of the E30 – has been put forward for funding to the European Commission by the Dutch Ministry for Transport in 2006.

*The underlying infrastructure, both highways and railway, serves as **feeder lines** for the TEN-T network. It is up to the regional and national governments to optimize these internal MONT- and interregional connections. The EU could play a crucial role in the cross border aspect of these connections.²*

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The common strategy of all Dutch and German partners is focussed on:

1. the upgrading of the E30 as an important cross-border part of TEN-T
2. optimisation of the hub between the west east gateway and the north south axis (see map), both in the highway infrastructure and in the railway schedules.
3. quality and frequency improvement of the railway passenger connection Amsterdam-Berlin and the cross-border regional connections, by introducing hybrid trains and/or ERMTS on these tracks.
4. acknowledgement of the Twente canal as part of the modal split, reducing environmental burden for the cities and the rural communities. The strategy also includes the upgrading of the container terminals in Hengelo/Twente and Osnabrück.

The Euregio/MONT region aims to achieve these goals by cooperating with the German federal states of North Rhine Westphalia and Lower Saxony, the national governments in Berlin and the Hague, and the European Commission.

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Osnabrück, 23. April 2009

Boris Pistorius

Mayor of Osnabrück, Chairman of MONT

¹ Netwerkstad Twente includes the municipalities Enschede, Hengelo, Borne, Almelo and Oldenzaal.

² See also our answers to the questions put forward in the Green paper on TEN-T.