



European Commission
DG Energy and Transport
TEN-T
B-1049 Brussels

Eich cyf * Your ref:
Ein cyf * Our ref:

8 May 2009

Dear Sir / Madam

The Welsh Assembly Government welcomes the European Commission's review of the Trans-European Transport Network (TEN-T) programme and is grateful for the opportunity to respond to the consultation on the Green Paper.

Wales has a series of ports, railways and roads that form part of the TEN-T network, and recognises that they play a crucial role, connecting Wales with the Republic of Ireland, the UK and mainland Europe. We are committed to improving the infrastructure and reliability of these existing routes and recognise the beneficial impacts they have for the whole of Wales.

Future development of the TEN-T network is critical in achieving the strategic vision of our Wales Transport Strategy, *One Wales: Connecting the Nation*. Our strategy sets out, how we intend to achieve our social, economic and environmental objectives. These key areas are:

- Reducing greenhouse gas emissions and other environmental impacts;
- Improving public transport and better integration between modes;
- Improving links and access between key settlements and sites across Wales and strategically important all-Wales links;
- Enhancing international connectivity; and
- Increasing safety and security.

Alongside the Wales Transport Strategy, we are developing a National Transport Plan, which will set out in more detail now the priorities for transport in the One Wales agreement and the Wales Transport Strategy will be delivered. The plan will be structured around the national-level transport issues identified on the four strategic movement corridors in Wales, namely the north-south corridor and the east-west corridors in north, mid and south Wales. These corridors support the TEN-T networks and priority projects in Wales. In parallel to this, the Regional Transport



Consortia in Wales are developing their Regional Transport Plans, which will set out the regional priorities for delivering the transport strategy.

In our response to the Green Paper, we are fully supportive of the comments and response provided by the UK Government (Annex 1), and have provided additional comments below.

Q1 - Other Factors

In supporting the UK Government response we recognise there are currently areas of the Trans European Network that have sections which could be considered low-standard when compared with the average standard of the network as a whole. We would welcome an assessment of where these gaps exist and reasons why they have not been developed accordingly.

Q2 - Comprehensive Network

The UK Government's response states that the future design of the TEN-T network should be based on respective country transport strategies rather than being set at the EU level. The Welsh Assembly Government agrees with this position, and believes there are significant advantages to this approach, where the transport plans and priorities of Member States would be aligned with TEN-T programmes and priorities. In Wales, the long term transport planning is set out in our Transport Strategy and in more detail in our emerging National and Regional Transport Plans.

As stated in our response to Q1, we consider that there are issues with standards and believe that the focus should be on achieving standardisation across the network.

Q3 - Priority Network Approach

We agree with the UK Government's view that attention should be given to improving the existing network. We believe that the TEN-T corridors across Wales should be targeted to ensure they are of the same high standard as other parts of the network.

Q4 - Flexible Approach

We would advocate a more streamlined programme, with stronger emphasis on ensuring the existing network meets the original objectives of the TEN-T programme. We do not believe there is a strong argument for creating a further layer within the administrative structure of the programme.

Q5 - Different Aspects

Wales is committed to creating efficient, reliable and sustainable links between all parts of Wales and the UK and Europe more broadly. We believe the Commission should reflect our commitment to sustainable development as the programme moves forward and ensure all the different transport modes are considered when developing the network.

Q6 - ITS

ITS, as part of the TEN-T, can enhance the functioning of the road transport system in a number of key ways. The provision of a common European approach, through programmes such as EasyWay, will allow Core European Services to be delivered through co-operation rather than legislation. These have the benefits of cross border

(inter urban/urban, regional and pan European) synergies through the harmonisation of a transport operating environment with common levels of service. The outcome of this allows travellers (passengers and freight) to have common expectations and experiences as they travel across the TERN allowing more effective decision making, and modal shift, thus reducing congestion (with a consequential positive environmental impact) and improving road safety.

Investment in Galileo and EGNOS will provide Europe with its own satellite navigation system and will enhance the ability of transport (principally road) operators to more effectively manage their networks. The growth of traffic is having an adverse impact on road congestion and consequentially the environment. The ability to directly influence the management of the network through measures such as vehicle tracking using Galileo and EGNOS will assist in driving national transport plans, which seek a co-modal approach.

Looking forward the emergence of in-vehicle technology (V2I and V2V) will allow more efficient collection and delivery of traffic data and information. This will enhance the existing provision of ITS (principally through roadside infrastructures and portals), giving effective access to multi modal travel information. However in-vehicle information should not be the sole source of information if social exclusion is to be prevented and the needs of national and local demographics are to be met.

Future co-operation between the public and private sectors in both the collection and provision of traffic data, and information, will be critical. Open architectures, data standards and enhanced data quality will be required to ensure that consistent pre and on trip information is delivered through linked (or common) portals, in-vehicle devices and roadside information provision, as well as through emerging technologies. This will be essential to meet economic growth and to provide jobs, as well as the specific demands of passengers and the freight industry, whose expansion will require a multi modal TEN-T.

Q7 - 12

We support the UK Government response

Q13 – Suitable Option

We believe that both options 2 and 3 have merit. If further clarity is provided on the “conceptual pillar” approach we envisage this may be the most effective long-term solution. However, we believe that here should be a focus on priority projects over the short to medium term, as this will provide a more clear opportunity with which to ensure all sections of the network are brought up to a high standard.

For further information please contact:

Transport Planning and Governance Division

Welsh Assembly Government
Cathays Park
Cardiff
Wales
CF10 3NQ