

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

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Background of the respondent	
Country of residence	Sweden
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)	Vastsverige (NUTS 2), Region Vastra Gotaland (NUTS 3)
TEN-T components/major infrastructure most involved with (you can choose more than one)	Road Inland waterways Maritime Conventional Rail Co-modal Air Intelligent Transport Systems
Name:	Hakan Beskow (on behalf of the City of Goteborg)
Please, write down the name of the Public Authority	City of Goteborg
Type of Public Authority	Local

Green Paper Questionnaire	
Q01.- Should the Commission's assessment of TEN-T development to date cover any other factors?	<p>The City of Göteborg would like to draw attention to four other factors that affect TEN-T today and will continue to affect TEN-T in the future. Increasing urban transport and the role of local authorities: Reports (e.g. the European Commission's report on the Future of Transport) have shown that urban areas are expected too see a continued increase in transport demand. On the basis of this it is important to pay special attention to urban transport when discussing and planning the future of transport. Cities and local transport authorities need to be involved when it comes to planning and delivery of strategic transport investments if objectives such as cohesion, interconnection and interoperability are to be met. This is also true when it comes to access to the Trans-European Transport Network. The City of Göteborg believes that a partnership between regional and national authorities and cities is the only way to proceed and that the traditional planning approach with the national level as the sole negotiator within the TEN-T framework, needs to be reviewed. Congesti</p>
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?	YES - the comprehensive network should be maintained

Please justify your choice by answering the sub-questions of Q02 as comprehensive as possible	TEN-T as a comprehensive network should be maintained. In the future, the EU could play a more prominent role in helping to overcome transnational and cross-border alliances during the creation of the comprehensive network.
Please allocate the advantages as described above to the following categories:	
Please allocate the disadvantages, as described above, to the following categories:	
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?	YES - The priority network approach would be better than a priority projects approach
Please justify your choice by answering the sub-questions of Q03 as comprehensive as possible	The City of Göteborg favours a priority network approach. This implies the involvement of all stakeholders, at all levels, based on a global and comprehensive approach, as opposed to a projects approach. The City of Göteborg believes that there is an underlying danger in keeping a limited number of projects since it can create bottlenecks. Infrastructure strategies and activities should be balanced and single projects should be viewed from a holistic perspective. Based on the experiences from "the Nordic Triangle" the city would like to continue the ongoing work and develop it further (e.g. a high speed railway solution from Oslo-Göteborg-Copenhagen) within a future framework of TEN-T. Transport of cargo in multimodal systems is another area that should be further developed. During the years the Port of Göteborg and their customers have developed "Bridges" or "Motorways of the Sea" to the major European markets based on regular, daily shipping services. Systems like these can be further developed not least to the countries in the Baltic Sea Region. A vital step in this respect is the "Plan Baltic" strategy. As for dom
Please allocate the arguments described above to the following categories: - Advantages of priority network approach (compared to priority projects approach)	
Disadvantages of priority network approach (compared to priority projects approach)	
Elements that should be taken into account in the development of a priority network approach (planning method)	
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?	No opinion

<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>The City of Göteborg would like to draw attention to the following aspects: Freight/Passenger transport: A well developed infrastructure for effective and sustainable freight and passenger transport is of utmost importance. The Port of Göteborg plays an important role when it comes to global freight transport in Sweden and Scandinavia. From a port perspective, infrastructure is not only routes, roads and railway tracks. Equally important is the availability of stations where goods can change from one mode of transport to another. Systems such as RAILPORT Scandinavia (i.e. an integrated rail shuttle system that links the port with a large number of consumption and production centres via railport terminals in Scandinavia) and the overview of the possibility to increase railway transport to the port (e.g. "Hamnbanan") are important from an environmental and security perspective. Reducing road based freight transport in favour of railway and sea based transport is an important goal for the City. It is also important to note that even though sea based transports show a steady growth this developme</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>ITS plays an important part of TEN-T since it furthers transports by increasing its capacity and intermodality (e.g. through decreased administration and increased safety). As a result of this, the City of Göteborg recommends further development of ITS so as to improve, support and facilitate intermodality. In order to support the effectiveness of public transport, the City of Göteborg recommends developing ITS for connections throughout the whole mobility chain. Besides focus on ITS systems for vehicles, areas such as mobile phone information systems, integrated ticketing and optimised timetable systems for smoother and faster interchanges should be considered</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>YES - the current concept of the infrastructure project of common interest should be widened.</p>
<p>Please justify your choice, and describe how such a widened concept should be defined.</p>	<p>The City of Göteborg welcomes the initiation of one or several European joint pilot projects on infrastructure that focus on how to combine the use of "old" and "new" techniques on the same infrastructure. ITS is one example where infrastructure capacity can be increased without building physical infrastructure networks. Possible pilot projects should be promoted and financed within the TEN-T programme.</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>YES - a core network approach would be feasible.</p>

Please justify your choice by answering the sub-questions of Q08 as comprehensive as possible	A "core network" will always cause discussions on what the exact 'core' should be. Different parties, e.g. member states, regions and cities will want to be part of the core and from a territorial cohesion point of view, the free flow of goods and passengers requires an optimal infrastructure at all levels.
To which categories would you allocate the main advantages?	
To which categories would you allocate possible disadvantages?	
What basis could be used for its conception?	
Which are the three aspects that need to be given highest priority in the core network development method?	
Q09.01- How can the financial needs of TEN-T as a whole - in the short, medium and long term - be established?	Flexible approach for financing: Transport infrastructure is investment intensive. There is a need for a flexible approach to combining various sources of funding and different funding techniques. The City of Göteborg believes that this kind of flexible approach will improve the overall efficiency of the TEN-T. The City of Göteborg welcomes a European Commission review of how to solve the lack of EU resources devoted to the TEN-T budget. An increased TEN-T budget would improve the chances for successful implementation of activities within the TEN-T framework. Co-funding from other sources of Community funding (e.g. the structural funds and loans from the European Investment Bank) should be considered with this in mind. Private sector support: Involvement of other stakeholders, such as private sector actors, is crucial for the implementation of TEN-T. Involvement of new stakeholders would also increase the potential for job creation and innovative funding. Public-Private Partnerships can play a considerable role when it comes to financing of transport projects. It is important to note that the resp
Q09.02.- What form of financing – public or private, Community or national – best suits what aspects of TEN-T development?	Please refer to the City of Goteborg's response to Q09.01.
Q10.01- What assistance can be given to Member States to help them fund and deliver projects under their responsibility?	Please refer to the City of Goteborg's response to Q09.01.
Q10.02.- Should private sector involvement in infrastructure delivery be further encouraged? If so, how?	Please refer to the City of Goteborg's response to Q09.01.
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)?	Please refer to the City of Goteborg's response to Q09.01.
Q11.02.- Is there a need for new financial instruments (including "innovative" instruments)?	
Q12.01.- How could existing non-financial instruments be improved?	Please refer to the City of Goteborg's response to Q09.01.
Q12.02.- Which new non-financial instruments should be introduced, for what reason?	Please refer to the City of Goteborg's response to Q09.01.
Please classify your proposal above:	
Q13.- Which of the options for developing the TEN-T is the most suitable, and for what reason?	Option C: Dual layer: comprehensive network and "core network"

Please justify

The City of Göteborg advocates the development of a dual layer structure with the comprehensive network and a core network. The City takes it for granted that this option is directed towards sustainable transport solutions including, sea and rail based intermodal nodes. The fundamental objectives of the future core network should be sustainability, efficiency, flexibility and responsiveness.

Q14.- Would you like to make any further comment or proposal?