

[Al Dott Antonio Tajani](#),
Vice Presidente, Commissione Europea.

I attach the response for the European Commission Green Paper consultation on the future TEN T framework on behalf of Devon County Council which I confirm were also incorporated in the Transport Group of the Atlantic Arc Commission Regions response being sent to Brussel for 4 April 2009 as part of these consultations .

[Distinti saluti](#),
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GREEN PAPER

TEN-T: A policy review

TOWARDS A BETTER INTEGRATED TRANSEUROPEAN TRANSPORT NETWORK AT THE SERVICE OF THE COMMON TRANSPORT POLICY

A response from Devon County Council (Atlantic Arc Euro Region) South West UK .

The involvement of all agencies public and private in a European TEN-T framework is crucial to extending and implementing a common integrated transport framework in the whole of Europe to benefit both peripheral and Core regions across Europe.

The Land use and transport mix is seen as the essential element of transport integration to achieve a TEN-T consistent with the environmental, economic and social aspirations of European Regions which would need to link the Peripheral areas such as Devon and Cornwall to other Atlantic Arc neighbours, as well as providing a fully functional link to the core regions thus reducing peripherality and enhancing the European competitive position. The integration of the Economy, Social and Environmental aspects is best carried out within an agreed framework involving equal access in all regions to the full range of transport modalities and to the optimally combined transport modes (across land sea and air) both for freight and for passenger movements.

From the point of view of a peripheral region such as Devon which is connected at the margins to the main overall framework of the current TEN-T networks for air, maritime, road and rail, and for which full access to the network is crucial, it is a matter of regret that the National Policy in infrastructure improvement and modernization has still not proceeded beyond the maintenance of current systems to the point that is significant in European terms. Rail and Road Networks at national level are dealt with in "corridors" the one leading to Exeter which is in the east of the transport challenged Far South West excluding West Devon, Plymouth, Torbay and the whole of Cornwall for over 200Km. As an example of current peripheral conditions, while it takes the fastest train just over 2 hrs to reach Exeter from London, it takes a further 4 hours to reach Pensans/Penzance! Port access is not available by rail to our major ports including Plymouth, even though it is a key ro-ro link port for Cantabria and Bretagne/Breiz.

While the 1993 European financed Multimodality TENs study on the "Atlantic Façade showed a list of essential priority projects aimed at achieving crucial improvements in transport links, and improved TEN-T concepts have emerged including Motorways of the Sea and Galileo, the only benefit that has been felt is the improved link H/S rail from London to Paris and Brussel/Bruxelles; connecting to which is still reliant on existing unimproved national rail links from Exeter. It is noted that the TEN(t) process so far has only marginally operated to improve this Regions connectivity. A positive example are air movements from Exeter Airport (a TENs Accessibility Point) now reach Paris Charles de Gaulle, and other neighbouring Regions such as Bretagne with direct flights. Basic integration of services across

the modes in our region is still exceptional and this is crucial requirement for green tourism as well as shipping agents.

The need is for a strong central TEN-T concept fully agreed and taken up by national authorities with policy and functional attributes that can be utilized by national and regional policymakers to engage in priority projects with sufficient investments to strengthen the network (current and future) and operate at a trans regional as well as trans European scale, accepting that National Governments will always prioritize their internal policies. This Framework will require identifying where infrastructure improvements are needed as well as interoperability requirements (the full range: from technical aspects, to pricing, and availability to end user) to accommodate as naturally the needs of trans-European movements as those of domestic users.

The Proposal put forward by the European Commission to apply the Open Method of Coordination (OMC) to TEN-T would be helpful in achieving this dual framework – a common agreed base which would fulfil both the technical needs of the organizations concerned with transport as well as giving public access and better understanding over the TEN-T approach and its National and Regional elements. The dual layer structure put forward on option (3) would provide an optimum policy and transport infrastructure framework capable of bottom up (user / local issues) and top down engagement (transport industry, Region/State, financial).

The financial engagement which is particularly crucial would need to rely on an effective partnership between the state and the private sector in a framework which follows the long established European pattern of State guarantees and public/private engagement. We need remind ourselves that while differing methods have been used, experience indicates the advantage of the then novel formula was first successfully used under the Austro Hungarian Empire in 1858/9 for the construction of the railway between Milan and Venice, when the market alone would not take on the risks.

The inclusion of crucial priority projects in relation to the TEN-T across Europe is accepted but it is essential that in due course the evolving network is capable of helping to link both Peripheral Regions (to each other) and to the European Core now extending Eastwards. One further possible advantage is to aim to be linked in multi-modal land/sea routes to entry points available in the Atlantic Area Regions feeding from the commercial navigation routes of the world which currently by-pass the primary maritime land fall areas of our Atlantic Façade . The addition of the two sub sections below is to indicate the current national position which is restricted to the maintenance of current transport provision to the South West of the UK; and the aspirations in relation to the potential of improved multimodality if the aspirations of the 2001 INTERREG 2c study are adopted.

For Devon County Council
Roberto Franceschini

[1\) Below are the 2009 responses to the "National Consultation on Planning for 2014 and beyond" submitted by Devon County Council to the Department for Transport in the UK section 8 of which show the difficulties inherent in applying the TEN-T approach in our peripheral Region.](#)

Delivering a Sustainable Transport System: Consultation on planning for 2014 and Beyond

Question one: Are there any additional challenges that we should add to the matrix?

The matrix presented in the paper on page 8 describes the challenges presented by the goal to **'support economic growth'**. It highlights that the *Cities and regional Networks* have a challenge to 'improve connectivity to labour markets in key business centres and support the delivery of housing, in particular the PSA target to increase long term housing supply to 24,000 net additional dwellings per annum by 2016.' DCC recognises this as a challenge that will need to be met at a regional level; however DCC recommends that this should also be an outcome that is supported and delivered by the National Network. This must be a

priority shared by the national network in order to support and deliver outcomes for economic growth.

Tackle climate change: DCC agrees that a quantifiable net reduction in green emissions, consistent with the Climate Change Bill and EU targets, is needed to provide a meaningful outcome. This presents a significant challenge in terms of demand management and behaviour change, particularly in order to balance this with supportive economic growth

Question eight: would you like to see any significant changes (additions or deletions) to these Strategic National Corridors?

[See UK corridors diagram doc1 \(attached\)](#)

The document explains that it is 'Up to regions and local authorities to include projects on other corridors in the context of their regional and local strategies' and this opportunity to locally determine priorities is welcomed. However, DCC proposes that the 'Strategic Corridor 6' should be extended to Plymouth. This is to ensure that the corridor is supported sufficiently to deliver housing, employment and ultimately, to minimise the risk of creating peripherality. Plymouth is an important urban area supporting a sizeable population within the South West, and in particular its port offers potential to support economic growth. The port provides the shortest ferry route from England to western France and the Iberian Peninsula and supports a wide range of ro-ro operations as well as being equipped with purpose-built facilities for freight and passengers.

In addition, the international airport of Exeter should also be considered as strategically important, particularly Exeter given its proximity to the M5. DCC acknowledges the arguments for determining strategic corridors in the document but also puts forward that 'delivering a sustainable transport system' should identify where we need to strengthen the resilience of corridors to help ensure the economic competitiveness of the South West region.

Corridor 6; London to the South West and South Wales should include consideration of the whole corridor and should not be so heavily focused on Bristol and South Wales. Consideration should be given to including all the key rail and road links in the corridor including the rail line through Westbury and the road link along the A303. It is the operation of the corridor as a whole that can provide additional flexibility and resilience.

Question eleven: Are there additions or deletions you would like to see to the rail freight services list?

The strategic Network corridor for the South West does not currently extend to Exeter or Plymouth. A freight hub should be considered in the South West in order to support economic development and provide a more sustainable freight service to the South West where distances are more likely to make rail freight economically viable.

2) Priority Projects identified in the UK as part of the TENs multimodality in the "INTERREG 2c Multimodality Study on the Atlantic Facade" 2001

" a. South West England.

i) *The study will relate to the Penzance and Falmouth to Bristol, the Bristol to Birmingham, and the Cheltenham to Swindon Rail Lines. The study will enhance and extend the Great Western 2000 (GW 2000) study and the more recent 1998 Railtrack Study to include the benefits of linking the South West to be part of the High Speed & Combined European Rail Network and to*

improve journey times and services to London, mainland Europe and other destinations along the Atlantic Area in the U.K.

ii) The study will define key intermodal facilities and sites in the South West eg. At Plymouth, West Cornwall and Gloucester as contained in the Atlantic Area Transport Plan for the South West Region.

iii) The study will also look at effective links to mainland Europe rail networks with neighbouring regions eg. Brittany.

iv). The study will also consider the environmental impact of any possible multimodal infrastructure development, or the consequence of failure to provide more effective transport solutions, on the Region's high quality physical and human assets.

v). The study will also require a general economic overview of the potential impact of multimodality proposals on the economy of the South West, and on any multimodal nodes and related hinterlands to be specifically put forward in the study. This study should also identify any economic consequences of failure to achieve effective transport interconnections with other European regions. "

For the detailed proposals of the study see the full report "INTERREG 2c Multimodality Study on the Atlantic Facade" 2001 .

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Figure 4.1 Strategic National Corridors

