



BEROEPSVERENIGING
VAN ONDERNEMINGEN
IN TRANSPORT EN LOGISTIEK

CONSULTATION ON THE FUTURE TRANS-EUROPEAN TRANSPORT NETWORK POLICY

Are the principles and criteria for designing the core network, as set out above, adequate and practicable? What are their strengths and weaknesses, and what else could be taken into account?

To what extent do the supplementary infrastructure measures contribute to the objectives of a future-oriented transport system, and are there ways to strengthen their contribution?

What specific role could TEN-T planning in general play in boosting the transport sector's contribution to the "Europe 2020" strategic objectives?

How will the general principles, that are pointed out at page 6 of the working document, be taken into account, Will there be an order of ranking between these principles?

In the reports behind the working document some important additional criteria were named, which are not integrated in the working document, such as the availability of human resources and the strength of the region. These are important criteria for taking decisions on shifting freight flows from one port to another by improving infrastructure and services.

As the maritime network grows year after year, more attention must be paid to the supporting inland networks.

The estimated grow of goods transport between 2005 and 2020 is 34%. The major part of this growth is for the account of the road transport. It's important that the economical growth and the competitive position of the EU are not curbed by a lack of road infrastructure. Special attention must be drawn to this point.

Considering the safety on the roads, the provision of sufficient parking areas at reasonable distances is an important point of interest. Truck drivers must stay in the possibility to respect the rest and driving hours, which is impossible if the shortage of parking areas keeps increasing. The availability of sufficient parking areas should be part of the TEN-T policy.

In order to have efficient interconnection points between urban areas and the trans-European transport network, attention should be payed to aspects as harmonization of the national rules on low emission zones. This item should be integrated in the urban mobility policy.



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Concerning the de-carbonisation of transport, special attention should be paid to rail transport, waterborne transport, air transport and road transport by passenger cars, as in these areas important reductions are still possible. Freight transport by road has already done an important effort by the introduction of the successive euro-norms.

By permitting longer and heavier vehicles, the so called ecomobi or European modular system (EMS), a decrease in CO₂ emissions can be realized. EMS are 12% more energy efficient per tone-km, than normal trucks.

On page 8 of the working document is mentioned that some multi-criteria analysis will be applied. The weights still have to be determined. The determination of these weights is however a very important issue, it's advisable to have a consultation on this item too.

Concerning the innovative infrastructure measures, it is stipulated that the identification should be based on a set of specific criteria and standards. It's important that the stakeholders are involved in the process for identifying such criteria and standards, as the chosen criteria and standards can have a major influence on future developments concerning ITS and other technologies.

In which way can the different sources of EU expenditure be better coordinated and/or combined in order to accelerate the delivery of TEN-T projects and policy objectives?

How can an EU funding strategy coordinate and/or combine the different sources of EU and national funding and public and private financing?

Would the setting up of a European funding framework adequately address the implementation gap in the completion of TEN-T projects and policy objectives?

Transport en Logistiek Vlaanderen agrees on the development of an European funding framework. A good coordination between the different available sources of financing is needed.

In which way can the TEN-T policy benefit from the new legal instruments and provisions as set out above?



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The new legal instruments should not be used to delegate more responsibilities and work to the member states. In view of the importance of the TEN-T project, the EU must take her responsibility and must play a vital and definite role in all the different phases of the TEN-T projects.