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European Commission

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## **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?*

It seems that the principles and criteria are quite well balanced.

However, it should be stressed, that in many Member States the basic and essential infrastructure is already existing now. For example in Finland, we simply can't imagine any new big "classic" TEN-T project (motorway, railroad, channel, airport etc.). Of course, some people want to build new ways forever, but the cost-benefit ratio for economy and environment is more and more often bad.

The main challenges are now in the quality of traffic. Better quality is that there is more need to repair and modernise existing infrastructure than build new. For instance, we need to make our traffic greener by

- minimising noise
- to build green infrastructure to restore ecological corridors for flora and fauna over or under roads
- to combat Climate change with better logistics, replacing flying with video meetings etc.

This could be sustainable infrastructure for the 21th century – in postindustrial society living from services, information and knowledge. This helps also create Green growth and economy (cf. "Europe 2020"), so it should be priority in future TEN-T.

On behalf of Uudenmaan ympäristönsuojelupiiri ry

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