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Mr. M. Ruete,
Director General
European Commission
DG Energy and Transport
B – 1049 BRUSSELS

Dear Mr. M. Ruete,

It is with pleasure that Koninklijk Nederlands Vervoer (KNV - Royal Dutch Transport Association) responds to the public consultation on the future Trans-European Transport Network policy.

The TEN-T Programme increases investments in public infrastructure by the EU and coordinates the planning process. This is essential for overcoming transnational bottlenecks, but also for supporting economic development. It will improve the competitiveness of the EU as well as of individual member states.

The complexity of prioritising investments is enormous. This leads to the risk that individual member states take it as principal objective to maximise their share from the available EU funds. Instead it would be more beneficial when a member state assesses also the benefits for its inhabitants of the investments realised with the EU funds on the territory of other member states.

KNV for example is of the opinion that investments in the rail corridors or inland waterways leading to/from the Netherlands, but on German, French and Polish territory, are of great importance for the Dutch transport sector. However, the benefits specifically related to traffic to/from the Netherlands on these corridors are not separately visible in the economic evaluation of TEN-T projects. In the absence of such figures the lobby and political support given by a member state to an EU investment proposal becomes arbitrary and subject to opinions with the ultimate reflex of national authorities to focus on maximising the share of EU budget spent within its borders.

KNV supports the Commission's view that the financing arrangements at EU level need to be embedded within a clear EU funding strategy. Such strategy is needed because volumes and distances of trans-European transport flows are growing. For the member states to agree on delegating autonomy on investment decisions to European level it is necessary that they are able to assess and quantify not only the benefits of investments on their own territory, but also the benefits of investments beyond their frontiers.

With the current budget of TEN-T (€8 billion) and the TEN-T projects being mostly financed through Member States' budgets (€196 billion), the programme can hardly be a decisive factor in the development of the priority projects and core network. The planning of priority projects has become largely dependent on bilateral negotiations, making it almost impossible for the TEN-T Programme to



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achieve its objectives. The principal challenge for TEN-T is to get more influence in the prioritization of project planned by individual Member States.

Therefore KNV supports the concept whereby the modest funds of the TEN-T Programme will be combined with the European Regional Development Fund (ERDF) and the Cohesion Fund (together €43 billion) as well as with loans provided by EIB. These funds combined should give the EC through the TEN-T Programme the necessary influence on the planning process, while the involvement of EIB brings an actor with important economic knowledge to the table.

On behalf of the Dutch transport sector I wish you and your team success with the development of trans-European transport infrastructure.

Kind regards,

Mr. ir. P.H. Hofstra
Chairman
Koninklijk Nederlands Vervoer