

METREX Managing Committee meeting - Berlin, Friday 17 September

Additional Agenda item under Any Other Business

METREX Expert Group Major Infrastructures

Commission Working Document “Consultation on the Future Trans-European Transport Network Policy” No COM (2010)212/7 and the METREX response to the Green Paper of February 2009

Special aspects for METREX-Position Paper within the consultation process until 15th of September 2010

METREX Major Infrastructure Expert Group recommendations and answers to the questions of the EU-COM paper

METREX Major Infrastructure Expert Group points of agreement and emphasis

1. The modern method of organizing stakeholder proceedings in general and the organized second public consultation towards TEN-T renewal in detail (1)
2. The increased and strengthening competitiveness through a mix of measures
3. The European added value through integrated European transport system to increase and align (to decrease disproportion in regions' accessibility) the accessibility of the Regions
4. The innovative concept of dual layer approach with the basic layer of the “core network” overlaying the “comprehensive” network
5. To proceed towards more coordinated and efficient Transport Policy
6. To focus on transnational priorities and cross-border elements of the net
7. To contribute to the new objective “Territorial Cohesion” of the Lisbon Treaty, the European Spatial Development Perspective, the Territorial Agenda of the EU and the EU 2020 Strategy
8. Transport Policy and Net Planning should be better coordinated, already existing infrastructures could be optimized without too expensive investments by this.
9. The development of Green Corridors should be integrated into the Core Net Planning Process.

METREX Expert Group general recommendations

1. To underline the role of the Metropolitan Regions within strengthening of competitiveness of European regions as well as Europe as a whole
 2. To carry out much more benefit towards European added value through integrated European transport system to increase the accessibility of the Regions and the Capital and Metropolitan Regions as their core nodes
 3. Highest priority should be given to the direct connections between the Capital Regions and other major Metropolitan Regions (“Core of the core network”), medium Metropolitan Regions should be integrated and the Regions should be connected by the Comprehensive Network in a spatially balanced way.
 4. To carry out more principal criteria of the “comprehensive” network in addition to the overlaying “core network”, which ought to response not only to a need of implementing most modern transport solutions, but also take into account local disparity of regions
 5. To underline much more priorities for rail (freight) transport as well as water and sea transport as cheapest and environment friendly solutions
 6. To propose more co-ordination, responsibility and efficiency implementation tools regarding the objectives of the new system as well as the existing tools and funds
 7. The basic layer of the “core network” takes into account the solutions for regionally relevant - esp. tangential and peripheral - axis which assures higher internal and external regions' competitiveness and strengthens the economic growth potential of new EU regions (1)
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- (1) However, it would be appreciated if institution having commented on the working document would be informed about the outcome of the consultation phase.

Questions for consultation

1 Methodology

- *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?*

Metrex Expert Group recommendations

1. Objectives and goals could be carried out more clearly.
2. Functioning of the core network should result in growth of competitiveness, economic power as well as in better cohesion and internal co-operation of regions (as well as better external junctions of the EU).
3. There should be a paradigm change in transport ("Greening transport") meaning to make transport more efficient and thus lower environmental burdens.
4. A more holistic approach is needed not only a pure infrastructure development plan.
5. Targeting should take into account the different spatial implications of resulting from demographic needs, socio-economically balanced structures taking into account well as existing and new facilitating corridors.
6. Regarding the new core net system also existing plans of infrastructures must be revised.
7. Environmental aspects should be carried out more detailed e.g. regarding noise protection, greenhouse gas and energy reduction and greening infrastructures generally.
8. Needs towards co-operation should be focused much more like co-operation between harbours (esp. sea harbours), co-operation between terminals, harbours and hinterland understood as part of multimodal transport corridors.
9. More attention should be given to the nodes and hubs, new infrastructures should not lead to new bottlenecks in already overloaded nodes, already existing infrastructures should be used instead of that.

2 TEN-T implementation

- *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 an European funding framework adequately address the implementation gap in the completion of TEN-T projects and policy objectives?*

METREX Expert Group recommendations

1. Activating and supporting forms of co-operation could be supported by extension of number of EU-Corridor Co-ordinators
2. The EU-wide corridor-effectiveness should be targeted also by completion of missing links or bypasses of the Metropolitan Regions and restructuring of existing networks
3. Measures of transport management should be preferred against extension, upgrading and building of infrastructures
4. Regarding demographic needs, as well as economic growth potential of new EU regions, it is evident to evaluate existing plans
5. Fostering and maintenance of infrastructure must be an integrated part of assessment to funding approvals
6. A closer look at rail freight and the network effectiveness of the so-called "last/first mile" is necessary

3 Legal and institutional framework

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

METREX Expert Group recommendations

1. Only by fixing elements for evaluation and assessment of transportation needs as well as implemented tools the strategic orientation of TEN-T policy will become sufficiently sustainable. This should be done.
2. The planning and implementing of the transport infrastructure is, however, incumbent on the member states and regions when considering the principles of subsidiarity. As regards this issue, common solutions have to be found. The position of the Commission has not yet been clear.
3. More attention should be paid to the formulation and determination of European standards, to internationally clear traffic routing and to traffic management than it used to be the case.
4. The management of processes by European Corridor Coordinators was seen successful. This is a good tool to implement requirements of the principle of subsidiarity and should be improved.
5. A focused use of the EU-funds with funding quotas as high as possible and complementary national budgets should be aimed for in order to support the rail axes not only showing the highest transport volume, but also building targeted EU transport structure like focussing on the integration of European and transnational large distance traffic flows. Funding based on TEN-subvention should primarily focus on such projects in the future being in the common interest, which strengthen cohesion of the EU and consolidate the EU with regard to external links. This common interest is essential for managing the trans European transport flows.

Additional comments

Contributions above show the recommendations of METREX network. Single Metropolitan Regions formulated more detailed and specified contributions which we added as annexes.

Annex 1

Annex 2