

The SoNorA project seeks to contribute to the second consultation process on the fundamental review of the TEN-T policy, as discussed in the document of European Commission "Consultation on the future Transeuropean Transport Network Policy" released on 14<sup>th</sup> May 2010.

On behalf of all project partners and with regards mainly to TEN-T Core Network Methodology, the SoNorA project:

### **Principles for designing core network**

1. Supports the dual layer approach (Comprehensive Network and Core Network ", in which the „core network", consists of both a geographical pillar and a conceptual pillar) and the necessity of highlighting the "European added value" in a process of priority network compilation and underlines the importance of conceptual pillar principle application as a tool how to reach European policies goals and how to guarantee proper level of flexibility respecting possible changes in the shaping of future transport network (demand, routing etc.).
2. Supports Commission´s core net methodology as currently existing in a way of highlighting the importance of Capital Regions, Major Nodes / Functional Urban Areas > approx. 1 Mio. and Ports / Port Areas for a spatially balanced core network on the European level following ESDP and TAEU; The Core Network has to be built up from main nodes which play or might potentially play some key role in European geography (respecting traffic scenarios and potential change in decisive traffic flows in the future) that are then connected by corresponding links of high strategic importance that follow, as much as possible, already existing infrastructure of sufficient capacity or such infrastructure is under construction or the construction commences in approximately next 5 years.
3. Supports a core network principle which should:
  - a. Be coherent, sustainable, energy efficient, and multimodal;
  - b. Link the principal transport infrastructure axes (consisting of priority axes and the transnational axes);
  - c. Reduce still existing bottlenecks;
  - d. Be shaped as a real network (removal of "dead ends");
  - e. Provide direct south-north connections between the Adriatic and Baltic seas in Central Europe (level of "SoNorA region") - stresses the importance of defining this core network, in close conjunction with the Commission and the Member States.
4. Supports a core network that must:
  - a. Address the remaining key bottlenecks of transnational relevance, which create direct damages to the European economy;
  - b. Ensure connections to global markets by development of European transport axis, as well as connections between capital regions and other metropolitan areas which will stimulate economic development of EU;

- c. Guarantee quality intermodal connections between ports and hinterland areas (in a balanced way between Adriatic and Baltic sea), raising global competitiveness of EU;
- d. Support the integrated planning of transport and logistics services;
- e. Provide opportunities for increasing the efficiency of existing infrastructure.

### **Criteria for designing core network**

- 5. Agrees in general with adequacy of proposed criteria for designing of core network underlining the importance of assessing "European Added Value";
- 6. Supports Multi Criteria Analysis as the best assessment method to determine concrete links and projects and proposes to use of the MODES criteria for the evaluation and selection of links and projects in the framework of the MCA;
- 7. Underlines that criteria that should be applied to support the importance of particular corridor/axis/nodes to be included in priority TEN-T network (applicable for core and even comprehensive network) must be fully in accordance with the principles of sustainable development of transport. That indirectly means to be in agreement with the main recommendations and expected development as set by White Paper and as now discussed within the process of consultation of future of transport;
- 8. Introduces criteria for shaping the network as so called "MODES principle" since the most important principle is to promote multimodal core network:
  - a. **M**aturity (preparedness of action);
  - b. **O**peration (decisive interconnections guaranteed);
  - c. **D**irection (concrete routing of particular axis/corridor);
  - d. **E**ffect (impact on traffic);
  - e. **S**ustainability (sustainable development);

### **Supplementary infrastructure measures shaping a core network**

- 9. Underlines that several elements of EU transport policy should get a prominent role in defining the "core network", including:
  - a. Sustainable energy efficient transport solutions for all modes (passenger transport, logistics, rail and road, motorways of the sea, inland waterways and major airports);
  - b. ERTMS, interoperability issues, etc.;
  - c. Intelligent transport systems for facilitating smoother and safer traffic management;
  - d. Global fight against climate changes.
- 10. Urgently stresses the problem of cross-border projects, which are not fully coordinated transnationally (i.e. national infrastructure plans do not reflect international agreements on infrastructure investment programmes). Therefore, strong cooperation mechanisms should be developed to support TEN-T policy, which encourage Member States to focus on cross-border

projects and thus minimise the risk of un-harmonised implementation of cross/border projects (so as to avoid infrastructure sections which end at the border since the relevant neighbouring country did not complete the section according to original plans).

11. Expresses support for the corridor coordinators and keeping up their function for the core network (PP and PAN coordinators), geographical and thematic extension of their duties regarding the extension of corridors and the integration of policy elements.

### **Specific TEN-T Planning contribution "Europe 2020" strategic objectives**

12. Supports the integration of network planning and transport policy by the conceptual pillar which will lead to better coordination and increase of efficiency of EU policy as an important element for implementation of EU Strategy 2020.
13. Highlights the fact that permanent improvement of quality of transport system is needed; it means to not only provide a quality infrastructure but to provide the global background for functioning of the transport services in general (i.g. improvement of logistics services, involvement of ports into the global economy chain, implementation of innovative technologies such as intelligent transport systems, ERTMS etc.).
14. Draws attention on the issue of future migration based on the effect of future ageing of society; this might result into the changes or increase of movement of goods and people.
15. Stresses the importance of EU integration with neighbouring regions because of other liberalisation of markets and globalisation of world market in general.
16. Recognises several elements with a crucial impact on smooth functioning of the transport system; these elements must be precisely touched by any of the European existing or newly commenced policy:
  - a. Interoperability of the network – to be guaranteed by the application of standards (TSI implementation);
  - b. Proper interconnections of nodes - sustainable energy efficient transport solutions for all modes (passenger transport, logistics, rail and road, motorways of the sea, inland waterways and major airports);
  - c. Avoiding congestions and removal of key bottlenecks of transnational relevance, which create direct damages to the European economy;
  - d. Maritime sector to be more involved in the transport map - guarantee quality intermodal connections between ports and hinterland areas (in a balanced way between Adriatic and Baltic sea), raising global competitiveness of EU.

### SoNorA region importance

17. Urges the Commission to update the current TEN-T policy to adequately address the SoNorA area, in particular with regards to the changes due to EU enlargement.
18. Underlines the importance of ensuring South North connections in Central Europe, in particular between the Adriatic and Baltic Seas, given the:
  - a. Historical underdevelopment of current transport sections;
  - b. Expected increase in transport volumes throughout Europe (in long term view);
  - c. Overload of existing south-north corridors;
  - d. Necessity to ensure balanced spatial development and economic growth;
  - e. Utility of connecting Baltic Sea Strategy with Mediterranean Union;
  - f. Necessity to establish several viable and safe Baltic sea transport crossing options; and
  - g. Increasing the importance of human and economic integration of Scandinavian countries with Central Europe, via "Motorways of the sea"
  - h. Necessity of considering North Adriatic as a gateway to the Far East

### Annex 1: MODES Paper (O3.3.3 TEN-T Recommendations – Selection criteria)

#### SoNorA Project

SoNorA is a transnational cooperation project, financed within the Accessibility Priority of the CENTRAL EUROPE programme, which aims to help regions across Central Europe in developing accessibility in South North direction, between the Adriatic and Baltic seas, in terms of:

- Making the Sonora network real, through the support for the completion of transport infrastructure;
- Activating and improving multimodal freight logistics services;
- Developing a transnational action plans for future realisations;
- Supporting new regional development opportunities due to transport network improvements.

SoNorA involves 25 partners from 6 EU countries and 35 associated institutes from 9 EU countries. For more information, please contact [logistica@regione.veneto.it](mailto:logistica@regione.veneto.it), [sonora@netspa.it](mailto:sonora@netspa.it), or [www.sonoraproject.eu](http://www.sonoraproject.eu).