

Directorate-General
for Mobility
and Transport



TEN-T Days 2011:
Connecting Europe: Putting Europe's economy
on the move

ANTWERP 29–30 NOVEMBER 2011

Conference Report

TEN-T Days 2011:

Connecting Europe: Putting Europe's economy on the move

ANTWERP 29-30 NOVEMBER 2011

www.ten-t-days-2011-antwerp.eu

Foreword

This year's TEN-T Days event in Antwerp on the 29th and 30th November was the culmination of four similar conferences which prepared and influenced the process of reviewing the EU's TEN-T policy. This fundamental review was launched in 2008 and driven in particular by the European Union's recent enlargement, the resulting need for a genuine European approach to transport infrastructure policy, transport's increasing global importance and also the need to contribute to substantial cuts in CO2 transport emissions. Past experience had shown that implementation was one of the policy's main shortcomings so it became evident that much stronger implementation instruments were needed.



As the review process progressed, a great deal of new ideas were generated that were beyond our initial expectations. These came from two public consultations, three conferences, the work produced by six expert groups, specialised studies, numerous meetings with Member State representatives and discussions with other EU institutions and bodies. The new policy framework gradually and steadily took shape. Many suggestions and contributions arising from these events have been incorporated into the new legislative proposals. For example, developing the methodology which underlies the dual layer network structure was greatly helped by contributions from a range of other parties involved; in one case, close contacts with European, regional and national authorities and bodies led to a stronger role for ports as global gateways within a network of different transport modes.

Despite the success of the policy review process, it could not remain unaffected by unwelcome external factors - most significantly, by the current economic and financial crisis. Millions of Europeans have recently lost their jobs and many well-educated young people now look to the future with uncertainty. The crisis has put a spotlight on TEN-T policy because it is widely recognised as playing a key role in the internal market and generating growth. So in spite of the budgetary constraints, there is still a need for investment in TEN-T projects. However, this must be done in a resource-efficient and coordinated way.

I truly believe that our legislative proposals for new TEN-T Guidelines and the Connecting Europe Facility will contribute effectively to the challenges that Europe faces today and in the future. We have presented a coherent policy framework with a sound basis for infrastructure development up to 2050. It defines clear priorities up to 2030 and establishes strong instruments for implementation. In terms of financing, the coordination of investments is crucial. We need to invest intelligently and concentrate on initiatives which have a high European added value, particularly cross-border projects. Different European Union resources will be combined, with a strong emphasis placed on infrastructure development in cohesion countries as an engine for growth. Innovative financial instruments must be used more broadly, so that the necessary amounts of investment are mobilised throughout the European Union.

After this long review process which has closely involved all interested parties, I genuinely hope that our proposals will be adopted quickly and that they present a thorough case, as part of the EU's policy priorities. The discussions at Antwerp demonstrated that these proposals have widespread support.

A handwritten signature in blue ink, appearing to read 'Siim Kallas', with a long horizontal stroke extending to the right.

Mr Siim Kallas
Vice-President of the European Commission
In charge of Transport

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FINAL PROGRAMME

29 NOVEMBER

08:00-09:00

LOOS Hall

REGISTRATION

09:30-09:45

Queen Elisabeth Hall
EN, FR, DE, IT, ES, PL

WORDS OF WELCOME

Mr Siim KALLAS - Vice-President of the European Commission, European Commissioner for Transport

09:45-11:15

Queen Elisabeth Hall
EN, FR, DE, IT, ES, PL

PLENARY SESSION:

PLANNING, REGULATING, FUNDING: A POLICY FRAMEWORK FOR EUROPEAN INFRASTRUCTURE POLICY

Moderator: Ms Désirée OEN – Member of the Cabinet of Vice-President Siim Kallas , European Commission

- Mr Ivaylo MOSKOVSKI – Minister of Transport, Information Technology and Communications, Bulgaria
- Mr Maciej JANKOWSKI - Under-Secretary of State for Transport, Poland
- Mr Pat COX - European TEN-T Coordinator
- Mr Enrico ROSSI – President Tuscany Region, Conference of Peripheral Maritime Regions of Europe (CPMR)
- Mr Matthias RUETE - Director General Mobility and Transport, European Commission

11:15-13:00

Queen Elisabeth Hall
EN, FR, DE, IT, ES, PL

ROUND TABLE 1:

IMPLEMENTING THE CORE NETWORK: THE CORE NETWORK CORRIDORS

Moderator: Mr Jean-Eric PAQUET - Director, European Mobility Network, DG MOVE, European Commission

- Mr Carl VON DER ESCH - State Secretary, Ministry of Enterprise, Energy and Communications, Sweden
- Mr Jacob HEINSEN - Permanent Secretary of State, Ministry of Transport, Denmark
- Mr Karel VINCK - European TEN-T Coordinator
- Mr Matthias RUETE - Director General Mobility and Transport (DG MOVE), European Commission
- Mr Eddy BRUYNINCKX - CEO, Port of Antwerp
- Mr Libor LOCHMAN – Deputy Executive Director, Community of European Railways (CER)

13:00-14:30

LOOS Hall

LUNCH (Closed lunch for SEETO participants, on invitation - Foyer A)

14:30-16:00
Queen Elisabeth Hall
EN, FR, DE, IT, ES, PL

WORKSHOP 1
FREIGHT MULTIMODALITY – PUTTING CORRIDORS INTO PRACTICE:
CROSS-ALPINE CORRIDORS

Moderator: Mr Pat COX - European TEN-T Coordinator

Speakers:

- Mr Herbert DORFMANN – MEP, Member of the AGRI Committee, European Parliament
- Prof. Konrad BERGMEISTER – CEO, Brenner Base Tunnel (BBT SE)
- Mr Marc LAVEDRINE - General Representative, Transalpine
- Ms Marcella MORANDINI – Project Officer, Alpine Convention
- Prof. Avv. Sergio PRETE - President, Port of Taranto
- Mr Alessandro VALENTI - Director Sales & Operations, Shuttle Net, Hupac
- Mr Daniel WYDER – CEO, BLS Netz AG (Infrastructure)

14:30-16:00
Darwin Hall
EN, FR, DE, IT, ES, PL

WORKSHOP 2
CORE NETWORK PORTS: A GATEWAY INTO THE EUROPEAN
TRANSPORT SYSTEM

Moderator: Mr Luis VALENTE DE OLIVEIRA - European TEN-T Coordinator

Speakers:

- Mr Philippe DE BACKER – MEP, member of the TRAN Committee, European Parliament
- Mr Paolo COSTA – CEO, Venice Port Authority
- Mrs Anneli HULTEN - Mayor of the City of Gothenburg
- Mr Herve MARTEL – CEO, Port of Paris
- Mr Jens MEIER – CEO, Port of Hamburg
- Mr Ulco VERMEULEN – Director, NV Nederlandse Gasunie
- Ms Marie-Laure VIALA – Director European Affairs, SNCF Geodis
- Mr Dimitrios THEOLOGITIS - Head of Unit Port Policy, DG MOVE, European Commission

14:30-16:00
Keurvelds Hall
EN

WORKSHOP 3
PASSENGERS MULTIMODALITY: HIGH-SPEED RAIL AND AIRPORT
CONNECTIONS

Moderator: Mr Péter BALÁZS - European TEN-T Coordinator

Speakers:

- Mr Mathieu GROSCH – MEP, member of the TRAN Committee, European Parliament
- Mr Michael KERKLOH – CEO, Munich Airport
- Mr Joachim FRIED - Senior Executive Vice President European Affairs, Deutsche Bahn AG
- Mr Vincent COSTE - General Manager for Belgium and Luxembourg, Air France – KLM
- Mr Ron NOHLMANS - Programme Manager Mobility, Brainport Eindhoven
- Mr Ivan THIELEMANS - Senior Engineer, Infrabel
- Mr Alexander SALTANOV – Vice-President, JSC Russian Railways

14:30-16:00
Alpaerts Hall
EN

WORKSHOP 4 INNOVATION AND NEW TECHNOLOGIES FOR TEN-T (INCLUDING SESAR)

Moderator: Mr Helmut MORSI – Deputy Head of Unit TEN-T, Head of Sector TENtec & Innovation DG MOVE, European Commission

Speakers:

- Mr Alain SIEBERT - Chief of Economics & Environment Dept., SESAR Joint Undertaking*
- Mr Amit YUDAN - Coordinator , TEN-T Project "Greening European Transportation Infrastructure for EVs"*
- Mr Michel van LIEFFERINGE - UNISIG General Manager, UNIFE – The European Rail Industry*
- Mr Paul GREAVES - Head of Marine Research & Technology, Rolls-Royce plc, EMEC - European Marine Equipment Manufacturers*
- Mr Andreas ZIOLEK - Chairman HyER – Hydrogen Fuel Cells and Electromobility in European Regions (former HyRaMP)*

14:30-16:30
Marble Hall
EN, HR, SQ, MK

SEETO ANNUAL MEETING OF MINISTERS

- Mr Siim KALLAS - Vice-President of the European Commission and European Commissioner for Transport*
- Ms Marjeta JAGER – Director Policy coordination, Directorate General for Mobility and Transport (DG MOVE), European Commission*
- SEETO Regional Participants*

16:30 - 18:30
Queen Elisabeth Hall
EN, FR, DE, IT, ES, PL

ROUND TABLE 2 TRANSPORT: A GROWTH ENGINE FOR EUROPE PART 1: ECONOMIC CONTEXT – INFRASTRUCTURE INVESTMENTS, INNOVATION AND THE EU GROWTH AGENDA PART 2: FINANCING TEN-T INVESTMENTS - BUDGETARY PRIORITIES FOR THE CORE NETWORK/ FINANCING AND NON-FINANCING TOOLS

Moderator: Mr Matthias RUETE - Director General Mobility and Transport (DG MOVE), European Commission

Speakers:

- Mr Siim KALLAS - Vice-President of the European Commission, European Commissioner for Transport*
- Mr Brian SIMPSON – MEP, Chair of the TRAN Committee, European Parliament*
- Mr Etienne SCHOUPPE - State Secretary for Mobility, Belgium*
- Mr Maciej JANKOWSKI - Under-Secretary of State for transport, Poland*
- Mr Carlo SECCHI – European TEN-T Coordinator*
- Mr Pavel TELICKA – European TEN-T Coordinator*
- Mr Guy VERHOFSTADT - MEP, Chair of the Group of the Alliance of Liberals and Democrats for Europe, European Parliament, former Prime Minister of Belgium*
- Mr Dominique RIQUET – MEP, Member of the BUDG Committee, European Parliament, Friends of TEN-T*
- Mr Fernando PUIG DE LA BELLACASA AGUIRRE – Secretary General, Ministerio de Fomento, Spain*
- Mr Christopher HURST – Director General, European Investment Bank*

30 NOVEMBER

9:00-10:30
Keurvels Hall
EN

WORKSHOP 5 **FREIGHT MULTIMODALITY: INLAND PORTS AND WATERWAYS IN** **THE TRANSPORT CHAIN**

Moderator: Ms Karla PEIJS - European TEN-T Coordinator

Speakers:

- *Ms Nikolina NIKOLOVA – Deputy Minister of Regional Development and Public Works, Bulgaria*
- *Ms Silvia-Adriana TICAU – MEP, Vice-Chair of the TRAN Committee, European Parliament*
- *Mr Nicolas BOUR - Director Project Seine-Escaut, Voies Navigables de France*
- *Mrs Karin DE SCHEPPER - Inland Navigation Europe (INE)*
- *Mrs Helen DE WACHTER - Senior Consultant, Strategy and development, Antwerp Port Authority*
- *Mr Marc DESCHEEMAER – Administrateur Délégué, SNCB*
- *Mr Menno M. MENIST - Managing Director, NEA*
- *Mr Michael NIELSEN – General Delegate, IRU Permanent Delegation to the EU*
- *Mr Christian STEINDL - General Director, Port of Enns*

9:00-10:30
Alpaerts Hall
EN

WORKSHOP 6 **TRANSPORT AND ENVIRONMENT: TOGETHER STRIVING TOWARDS** **A SUSTAINABLE INFRASTRUCTURE. NATURA 2000 SUCCESS** **STORIES**

Moderator: Mr Laurens-Jan BRINKHORST, European TEN-T Coordinator

Speakers:

- *Mrs Eva LICHTENBERGER - MEP, Friends of TEN-T, European Parliament*
- *Ms Pia BUCELLA - Director Nature, Biodiversity & Land Use, Directorate General for Environment (DG ENV), European Commission*
- *Mr Alexandru Serban CUCU - General Director of General Directorate for Foreign Financial Affairs, Ministry of Transports of Romania*
- *Mr Joachim FRIED - Senior Executive Vice President European Affairs, Deutsche Bahn AG*
- *Mr Lars NILSSON - Environmental Director of the Swedish Transport Administration, Trafikverket*
- *Mr Victor SCHOENMAKERS - Director European & International Affairs, Havenbedrijf Rotterdam N.V.*

9:00-10:30
Queen Elisabeth Hall
EN, FR, DE, IT, ES, PL

WORKSHOP 7 **EUROPEAN TRANSPORT INFRASTRUCTURE: ENSURING THE** **COHESION OF EUROPE**

Moderator: Mr Gilles SAVARY – European TEN-T Coordinator

Speakers:

- Mr Ramon TREMOSA i BALCELLS – MEP, Member of the TRAN Committee, European Parliament
- Mr Dirk BECKERS – Director, TEN-T Executive Agency
- Ms Britt ANDRESEN – Analysechef Oresundbron
- Mr Santiago MILÀ - Port Authority of Barcelona
- Prof. Dr. Werner ROTHENGATTER - Karlsruhe Institute of Technology
- Mr John WALSH - Deputy Head of the Thematic Coordination Unit , Directorate General for Regional Policy (DG REGIO), European Commission

9:00-10:30
Darwin Hall
EN, FR, DE, IT, ES, PL

WORKSHOP 8 **CURRENT AND FUTURE EU SUPPORT FOR PROJECT FINANCING** **AND PPPS: CASE STUDIES IN THE TEN-T**

Moderator: Professor Carlo SECCHI - European TEN-T Coordinator

Panel:

- Ms Inés AYALA SENDER – MEP, Friends of TEN-T
- Mr Nick JENNETT - Director, New Products and Special Transactions, EIB
- Ms Anna PANAGOPOULOU - Head of Unit Technical and Financial Engineering, Geographical Information Systems (GIS) and Monitoring, TEN-T Executive Agency

Case Studies:

- Mr Ville RIIHINEN - Analyst, Inspira Oy: Kokkola-Ylivieska double track PPP project
- Mr Léon VAN DER MEIJ - Senior Policy Advisor, Ministry of Infrastructure and the Environment, the Netherlands
- Mr Romain VERZIER - Head of Structured Finance, Vinci: Tours-Bordeaux

9:30-12:30
Marble Hall
EN, FR, DE, IT, ES, PL

CLOSED INTER-INSTITUTIONAL SESSION

Chaired by Vice President Siim KALLAS, with Polish Presidency and TRAN Chair MEP Brian SIMPSON

- Ministers of Transport and delegates
- Members of the European Parliament
- Mr Laurens-Jan BRINKHORST - European TEN-T Coordinator

10:45 – 12:30
Queen Elisabeth Hall
EN, FR, DE, IT, ES, PL

ROUND TABLE 3: **THE NEW TEN-T GUIDELINES AND THE CORE NETWORK –** **DIALOGUE WITH STAKEHOLDERS**

Moderator: Mr Jean-Eric PAQUET - Director, European Mobility Network, DG MOVE, European Commission

12:30 – 13:00
Queen Elisabeth Hall
EN, FR, DE, IT, ES, PL

CONCLUSIONS OF THE TEN-T DAYS & PRESS CONFERENCE

- Mr Siim KALLAS - Vice-President of the European Commission, European Commissioner for Transport
- Mr Brian SIMPSON – MEP, Chair of the TRAN Committee, European Parliament

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Summary of the results

Starting the delivery of the TEN-T now

The final words of the TEN-T Days 2011, spoken by the Chairman of the Committee for Transport and Tourism of the European Parliament Brian Simpson, lead the way into the future: Antwerp must mark the starting point for the delivery of the TEN-T.

The two legislative proposals, published by the European Commission in October, represent the biggest leap forward in this policy field for many years. They establish the framework for the building of one trans-European network, complementing national infrastructure policies and adding genuine European value to them.

Discussions have been held on a broad range of issues related to the new trans-European transport network – its design based on a really European methodology, its technical requirements, and its integration with other Union policies, its areas of priority – and the means for its implementation. Stakeholders, Members of the European Parliament, Representatives of Member States and other EU bodies have expressed their strong support for the venture which has been put on track. Many of them have called attention to impressive examples of what is already feasible with a fair amount of creativity, passion and courage for innovation.

This is a promising basis for success. Positive experience should be spread. Action needs to be coordinated, efficient and focused. "Europe" is most qualified to boost such action for a really renewed TEN-T policy. Interoperability, modal integration, the elimination of bottlenecks and missing links, innovation in technical and governance terms and – above all – the implementation of key cross-border projects – are central themes towards the future. All players involved – Member States, infrastructure managers, infrastructure users, investors and many other public and private bodies – need to commit themselves to make their contribution to achieving common objectives. Discussions at Antwerp have shown once again that willingness and expectations are high.

To start with, the legislating EU institutions must seize the momentum and value the new concept in its entirety. As complex as its design is, as promising and multifaceted its benefits are. Dropping back to individual or national ideas would harm the "one-network challenge" altogether.

Putting sustainable and smart growth in the centre of the action

A well functioning transport system is vital for the internal market, helps to drive economic growth and creating jobs. Efficient infrastructure and competitive transport services – as the two sides of the system – are more and more growing together. Only this way it will be possible to meet future demand while achieving the sector's climate change objectives.

EU action on the TEN-T needs to focus on highest European added value – not only in established fields such as the construction of major projects or the removal of physical bottlenecks. Intelligent and innovative transport systems need to be boosted, and the first mover must gain an advantage over the last mover. It is important to generate favourable conditions for technological leaps, enabling future-oriented services for passengers and freight, stimulating low-carbon solutions and contributing to the competitiveness of Europe's transport industry.

A real European TEN-T planning – based on a broadly supported methodology - is the key to generating genuine network effects. The dual-layer structure, with the core network as the strategically most important part and the comprehensive network to provide balanced access for all regions, is now *acquis*. It is not put in question anymore: The step from the patchwork of national networks and disconnected priority projects to a true European network is non-revocable. This makes this network a decent basis for focused action. Strong Union instruments – both at the coordination and the funding front – should encourage timely completion of the network. No deadlines could mean less commitment.

A renewed TEN-T will deploy its full benefit only if it overcomes the remaining technical obstacles and if it features common standards and interoperability. Interoperability is one of the fields where coordination and funding at EU level will be vital.

The new TEN-T policy framework, as proposed by the Commission, foresees two key implementation instruments: 1) Core Network Corridors which aim at stimulating efficient infrastructure use and at coordinating action to enhance and extend infrastructure along with evolving demand. They might become "laboratories" for resource efficiency and innovation for the whole core network. 2) the Connecting Europe Facility which aims at concentrating Union Funding until 2020 on the highest priorities and at particularly promoting core network development in "Cohesion Counties".

The two legislative proposals constitute an encompassing and coherent basis for a future-oriented transport infrastructure development in Europe. Such a development supports economy and cohesion and paves the way for a sustainable transport system for the Union. The actors involved in creating this basis, and all those committed to materialising it, can be confident that it will stand well in comparison with other policy areas.

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Words of welcome

Siim Kallas

Vice-President and Commissioner for Transport

Ministers,

Honourable Members of the European Parliament,

Ladies and gentlemen,

Welcome to TEN-T Days 2011 in Antwerp! As in 2008, I would have been happy to receive you in Brussels. But this venue, next to the splendid railway station situated on the core network, makes it a natural choice.

This is the fourth time that Member States, local and regional authorities, stakeholders and the European Commission are meeting to discuss the development and main issues regarding the trans-European transport network.

Of course, this year our focus will be on the new TEN-T Guidelines and the Connecting Europe Facility. This conference, organised so soon after both proposals were launched, will allow – as our previous TEN-T conferences have also done – all parties to have a useful and beneficial exchange as we begin the co-decision process.

Transport in the multiannual financial framework (MFF)

The revised TEN-T Guidelines and their links to the proposed Connecting Europe Facility were adopted by the Commission on 19 October, together with a proposal to launch a pilot phase of the project bonds initiative. This package has a high importance for achieving sustainable growth in Europe, which is now at the core of our concerns. The key objective of both proposals is the targeted use of financial resources, which is especially vital at a time of economic crisis and given that infrastructure is the backbone of the economy.

As you know, the overall Multiannual Financial Framework proposes a stable budget. But within this, transport is a clearly identified priority and recognised as an instrument that can revitalise the competitiveness of our economy. Developing the TEN-T will have positive effects on the free movement of goods, integration in the internal market, accessibility and territorial cohesion, as well as on creating economic growth and jobs.

The TEN-T Guidelines and the Connecting Europe Facility will contribute significantly to establishing a competitive and resource-efficient transport system. They will help to reduce congestion, unleashing the potential of transport infrastructure for business and growth, as well as supporting the development of innovative transport. At the same time, they will help us to achieve the EU's 2020 goals by giving priority to environmentally friendly modes of

transport: rail, short sea shipping and inland waterways. They also encourage the deployment of intelligent transport systems that will improve the efficiency of transport operations.

The proposed budget for the Connecting Europe Facility (€ 31.7 billion) is the guarantee that funding will benefit the priority transport infrastructure which has the high EU added value needed to spur economic growth and ensure cleaner transport. That is why the Connecting Europe Facility and the TEN-T Guidelines go hand in hand, and should be discussed together - and also why the Commission has attached, in the Annex of the Connecting Europe Facility, a list of projects to be financed.

Content of the guidelines

While the Connecting Europe Facility takes the next Financial Perspectives as its timeframe, the TEN-T Guidelines aim at implementing the network by 2030 for core network and 2050 for the comprehensive network.

Our concept is based on a dual layer structure and the methodology used to select the top layer, the so-called core network, has gone through a thorough consultation process of the Member States, the European Parliament and all the parties involved. The core network is the main innovation. It embraces both the existing and planned infrastructure, and selects a limited number of projects that offer the highest European added value

These are the areas we need to tackle:

- missing links;
- poor East–West connections;
- fragmented infrastructure;
- a lack of interoperability;
- and we also need to focus on investment.

In short, we need to move from a patchwork to a network.

On Corridors in the Guidelines and the Connecting Europe Facility

To implement the core network, the Commission proposes a reinforced corridor approach to bring the highest value for money. One euro spent only within one Member State will give a poorer result than one euro spent in coordination with several Member States and stakeholders involved in the projects, taking into account the overall traffic flows and needs.

These corridors will also provide for greater modal integration, interoperability and coordinated development and management of infrastructure, including binding timetables. We are also very committed to applying the "use it or lose it" rule to ensure the timely delivery of projects.

The corridors will be governed through platforms, composed of the Member States concerned and the other public and private parties involved, all under the auspices of a coordinator and based on the positive experience with the current coordinators. These platforms will be loose structures which strengthen a forum that might already exist. They will not lead to additional bureaucracy. We propose a pragmatic and flexible approach – not "one-size-fits-all".

These future corridors are designed as an implementation tool to ensure that investments are coordinated to deliver maximum EU added value. The 10 core network corridors and other key core network sections such as missing cross-border connections and bottlenecks, as well as traffic management systems such as SESAR and ERTMS, will be allocated between 80 and 85% of the available funds to make sure that European financing is available primarily for projects with the highest EU added value.

On the Connecting Europe Facility

Of the €31.7 billion proposed for transport in the Connecting Europe Facility, €10 billion is earmarked from within the Cohesion Fund. This €10 billion is only available for the Cohesion Fund eligible Member States, not the whole EU-27. Higher co-financing rates will apply for this €10 billion: the same as for the rest of the Cohesion Fund. This will provide an additional guarantee for eligible Member States, because €24 billion of Cohesion Fund money will also be allocated to transport projects on the TEN-T comprehensive network.

The Connecting Europe Facility will further enable private sector investment for transport, essential in time of budgetary constraints. We envisage that about €2 billion could be absorbed by innovative financing instruments such as project bonds.

This will be done in partnership with the EIB, which recently scored some notable successes with the Loan Guarantee Instrument for TEN-T Projects: the Tours-Bordeaux high-speed rail link.

Expectations are high. The Commission has calculated that this €31.7 billion could generate between €140 and €150 billion of investment on the European Core Network thanks to the leveraging effect.

I would like to stress that the proposed Connecting Europe Facility is designed to be centrally managed. The TEN-T Executive Agency would be responsible for implementing this budget through calls for proposal. Without well prepared project proposals, there will be no funding. The 'use-it-or-lose-it' principle shall continue to apply, as I have already mentioned.

Apart from the successes of the central management of the TEN-T, I would like to say that the European Coordinators also contribute a great deal to ensuring transparency. They have been heard last week by the European Parliament and are here today with us in Antwerp to pass on the valuable experience they have gathered during their mandates and to participate in several workshops during this conference.

To conclude, I would like to emphasise that it is only with a modernised, much more effective and targeted TEN-T policy which embodies genuine European added value that we will all be able to make a convincing case for the Connecting Europe Facility in the upcoming negotiations for the Multi-Annual Financial Framework. So let us continue to be bold and work together on setting out this new policy.

Thank you for your attention.

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Plenary Session

Planning, regulating, funding: a policy framework for European infrastructure policy

The plenary session was moderated by Ms Desirée Oen,
Member of the cabinet of Vice-President Siim Kallas.

Speakers:

Mr Ivaylo MOSKOVSKI

Minister of Transport, Information Technology and Communications, Bulgaria

Mr Maciej JANKOWSKI

Under-Secretary of State for Transport, Poland

Mr Pat COX

European TEN-T Coordinator

Mr Enrico ROSSI

President Tuscany region, Conference of Peripheral Maritime regions of Europe (CPMR)

Mr Matthias RUETE

Director General Mobility and Transport (DG MOVE), European Commission

Position of the speakers

Mr Ivaylo Moskovski

Mr Moskovski strongly supported the Proposals on TEN-T and Connecting Europe facility and pointed to the need to complete the TEN-T on all modes of transport, to strengthen the internal market, as well as economic and social cohesion.

He highlighted the close relationship of European planning and funding and pointed to the importance of the corridor concept for a coordinated implementation of the multimodal core network, with a particular focus on integration of infrastructure in less developed countries.

With reference to the geographical location of Bulgaria, and the importance of the Black Sea, Mr. Moskovski said that his country would benefit from EU investments, including in border crossing projects, also to neighbouring countries.

He also referred to the need to make sure that there is continuity from the 30 TEN-T priority projects to the new core network. He emphasized that he would understand the core network

corridors as part of the core network, not as a third layer. Based on the experience made with European Coordinators so far, fast implementation may be expected. The concept should also lead to similar technical parameters and interoperability across borders.

Mr. Moskovski finally referred to the benefits of the TEN-T for increasing competitiveness, creating jobs and the deployment of innovative infrastructure. Bringing together East and West would be key for the development of the EU.

Mr Maciej Jankowski

Mr Jankowski pointed to the historical dimension, that for the first time 27 MS will decide on transport priorities in Europe. The European Commission had presented its proposal for two important regulations, i.e. the TEN-T Guidelines and the Connecting Europe Facility.

The proposed TEN-T Guidelines concern transforming incoherent networks of roads, railways, airports, sea ports and inland waterways into a consistent and integrated dual-layer transport system. In the process of long discussions a consensus was achieved among the Member states to base the future development of the TEN-T on a dual layer structure, including core and comprehensive network.

The Connecting Europe Facility defines the financing rules from EU funds. The proposal of the new financial instrument, CEF, is to ensure the implementation of projects of truly European added value. This value can only be achieved if the implemented projects contribute to the creation of the uniform and coherent transport market as the basis of the common integrated EU economy.

The European Commission had correctly identified the critical points on the TEN-T. Cross-border bottlenecks and missing elements of the coherent network require the coordination at the EU level which will allow for the accelerating of the achievement of TEN-T network coherence.

The Council working group under the Polish Presidency has shown that the core network corridors, a new element foreseen in the proposals, are still subject to diverging opinions. This concept will therefore require detailed arrangements and multilateral discussions. In this context, Mr Jankowski also raised the question of the affordability of new administrative structures, especially in view of the on-going economic crisis. He also suggested that the experience and knowledge of the present European Coordinators might be used in the first place. However, Mr Jankowski was optimistic that one would succeed in agreeing on this issue in order to achieve our common goal: a coherent and integrated transport network.

Mr Jankowski thanked, on behalf of the PL presidency, Mr Kallas and Mr Ruete for the preparation of the proposals of the regulations.

Mr Pat Cox

Mr Cox made reference to the current financial and economic crisis and the systematic problems of the euro, extending from the periphery to the centre. He saw the danger that austerity programmes might lead to recession and delay implementation of the TEN-T.

In this situation, we would have to know where to go and to steer the way towards the targets. The proposed TEN-T Guidelines and Connecting Europe Facility would comprise targets and instruments.

Without the new proposals, infrastructure would remain under-developed and border crossing sections missing or not in good shape. The core network will lead the TEN-T from a patchwork to a network, of which 90 % already exists. The goal is to complete it by 2030.

The experience of the past should be used e.g. the Brenner Corridor Platform includes Member States, regions, operators and other stakeholders. The EU would have to motivate partners and leverage public and private funds for investments into the core network. Mr. Cox pointed to the importance of visibility in this policy field.

Now it is up to Parliament and Council as legislators to seize the moment, to fix the course towards the targets, for the benefit of Europe and future generations.

Mr Enrico Rossi

Mr Rossi acknowledged the high attention paid by the Commission in the past to the maritime transport since the appointment of the TEN-T Coordinator for the Motorways of the Sea.

He stressed the importance of fine-tuning regional planning and regional resources and TEN-T: regional networks and poles feed and are fed by the TEN-T.

He called for a further role of the maritime dimension in the future as well, following the Marco Polo experience, including a specific tool for the launch of new maritime routes in case of market failure, as well as European Eco-bonuses for shifting traffic from road to sea transport.

The Core Network Corridors are crucial, but do not directly cover all maritime and peripheral regions. Eventually he asked for the development of studies for the creation of a further Southern East-West corridor oriented on the future enlargement: the "Iberian-Balcanic corridor".

Mr Matthias Ruete

Mr Ruete presented the legislative Proposals as the result of the work done since the first TEN-T Days in October 2008, the starting point of a reflecting and consulting process to develop the new TEN-T Guidelines. Vis-à-vis the current unprecedented crisis, Mr. Ruete emphasized that there would be three priorities in the EU now: smart growth, inclusive growth, sustainable growth.

Transport policy would be a driver for growth, a driver for innovation, but also a driver in the fight against climate change. The EU as the leader in transport, including transport infrastructure, transport industry and logistics, should take care to maintain this position. The step from a patchwork to a real European network would contribute to achieve this goal.

The dual layer concept of the TEN-T leaves the comprehensive network to Member states, which is in line with the principle of subsidiarity. Constructing the core network has been a process at EU level. Respecting the methodology, which the Commission had developed, would give guidance in the decision-making process.

Mr Ruete reiterated that much of the core network exists already, but that there were still missing links and bottlenecks, insufficient quality of services, a lack of common standards along corridors such as axle loads, train lengths, safe parking areas, fuel stations and interoperable traffic management information and management systems.

The legal instrument of a Regulation is more appropriate owing to the fact, that planning and implementing transport infrastructure, has gone beyond the responsibility of the Member States and has increasingly become the task of private infrastructure owners.

For core network implementation by 2030, an obligation for Member States, the Commission would offer two elements of support:

- cross-border coordination, by European Coordinators, along selected core network corridors, which would not be a third strategic layer;
- financial support as defined in the Connecting Europe Facility, which would not be enough, but an important catalyst.

Stakeholders have been heard repeatedly in the last three years. They could play an important role in supporting these Proposals.

Main outcome of the plenary session:

- The dual layer structure with a dense comprehensive network as the basis and a core network of the strategically most important nodes and links on top was generally accepted as an appropriate response to the challenges of infrastructure planning.
- The multimodal core network was considered as a real innovation with respect to the current 30 TEN-T priority projects.
- Core network corridors, which are not a third strategic level of the network, have received strong support, as an instrument for a coordinated implementation of the core network.
- A Regulation was expected to be the appropriate legal form, to address the relevant players in the field of transport infrastructure.
- The connecting Europe Facility was broadly welcomed as a funding instrument for the core network. In particular in a time of financial and economical crisis, investing in infrastructure seems to be ever more important, given its sustainable effects on internal market, cohesion, competitiveness and economic growth.

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Roundtable 1

Implementing the core network: the core network corridors

The Round Table was moderated by Jean-Eric Paquet,
Director for the European Mobility Network, European Commission

Speakers

Mr Carl VON DER ESCH
State Secretary, Ministry of Enterprise, Energy and Communications, Sweden

Mr Jacob HEINSEN
Permanent Secretary of State, Ministry of Transport, Denmark

Mr Eddy BRUYNINCKX
Chief Executive Officer, Port of Antwerp

Mr Libor LOCHMAN
Deputy Executive Director, Community of European Railways

Mr Karel VINCK
European TEN-T Coordinator

Mr Matthias RUETE
Director General, European Commission

Objectives of the roundtable

In its proposals for new Regulations on Union Guidelines for the development of a trans-European transport network and for the Connecting Europe Facility, the Commission has put forward "Core Network Corridors" as an implementation instrument. These "corridors" have been conceived to facilitate the completion of the core network within the foreseen timeframe – by 2030 – and to boost efficiency across Member States' borders. Corridors usually start and/or end at maritime ports, encompass at least two of the land transport modes (rail, inland waterway, and road), pass through urban nodes and include multi-modal infrastructure (including airports) wherever necessary.

Boosting efficiency along corridors implies an optimisation of infrastructure use and a coordination of corridor development in particular, notably in terms of interoperability, the removal of bottlenecks, the use of intelligent and innovative equipment and - not least – in terms of preparation, financing and implementation of major projects. The proposal for the

Connecting Europe Facility has initially identified 10 corridors in accordance with the criteria set out in the Guidelines' proposal, and proposes to concentrate a major part of the Union budget until 2020 on the most mature projects located on these corridors.

The objective of the workshop was to look at past experiences with cross-border coordination and their achievements, to examine the work of a European Coordinator and to discuss how the new Core Network Corridor instrument could function and be used to its full potential

Position of the speakers

Mr Carl von der Esch

Europe needs a single, integrated and efficient transport system – well connected at its external borders - in order to provide accessibility for all citizens and the economy. Overcoming fragmentation – in terms of technical standards or administrative/operational procedures - is as important as the building of new infrastructure. There continues to be a need for new infrastructure – but the current times of crises call all the more for efficient solutions. The proposed corridor approach facilitates efficiency; it helps to meet market demand and enables high service quality. While aiming at reducing technical and administrative barriers, it should however not seek a "one-size-fits-all" approach. Infrastructure requirements are needed to this end but standards that are too high discourage investment. Sweden has achieved positive experiences in "green" cross-border corridors – aiming at reducing the environmental and climate impact and enhancing efficiency and quality – with its Scandinavian neighbours and other European countries. These corridors help concentrate national and international freight traffic, constitute a platform for innovation and efficiency and coordinate all actors involved.

Mr Jacob Heinsen

Action on the future core network needs to be coordinated, and the proposed Corridor instrument is expected to be very useful for this purpose. TEN-T policy will only have substance when backed by effective implementation instruments. Denmark has already gained significant experience with cross-border coordination: both with the ongoing TEN-T priority project n° 20 involving the Fehmarnbelt Fixed Link and with the completed Öresund Fixed Link. The latter, under operation for many years already, provides proof of the European added value of a major TEN-T project for the economic and territorial development in Denmark and Sweden. However, focussing on cross-border projects alone is not enough; such projects have to be seen in the wider context of a corridor. This is why Denmark also commits itself to improving all main railway lines in the country and to equip them with ERTMS. Interoperability is crucial, and common standards are important for an efficient railway network.

Mr Eddy Bruyninckx

TEN-T policy plays an important role in overcoming fragmentation – both geographically and between transport modes. It must focus on highest European added value action. As a representative of the maritime ports' community, Mr. Bruyninckx welcomes the Core Network Corridor approach, and notably the fact that it includes maritime ports. It is important that both hinterland connections and the maritime side are given due attention in the

development of such corridors. The European maritime ports' community appreciates – and is willing to assume – an active role in Core Network Corridor structures (Corridor Platforms) as proposed by the Commission. In allocating Union funding under the proposed Connecting Europe Facility, consideration should be given the economic and environmental efficiency. There is also a need for coordination with regard to permitting procedures.

Mr Libor Lochman

The promotion of long-distance rail freight traffic requires standardized infrastructure conditions on the TEN-T as well as harmonized operational rules. The Technical Specifications for Interoperability (TSI), which provide for standardization and harmonisation, exist already – they just need to be applied! Member States and stakeholders must fulfil their obligations in this respect. Action is needed in two areas: 1) funding in order to provide the necessary investment for standardized infrastructure parameters and 2) a "cleaning-up" of the relevant national regulatory framework including in particular a correct implementation of EU directives and regulations and a removal of inconsistent national legislation for certifications and authorisations, in which the European Commission and the European Railway Agency play an important role.

Mr Karel Vinck

The proposed Core Network Corridors are important for efficient mobility on the TEN-T; mobility is important to stimulate growth; growth creates jobs. Within this context, the further enhancement of railway traffic is essential. For this purpose, it is necessary to remove technical and operational barriers at border crossing points, notably in terms of signalling, power supply or licensing. The concept of Core Network Corridors could build on the corridor concept in the railway sector which involves three main areas of action: 1) remove physical bottlenecks (the most expensive area), 2) introduce a unique European Rail Traffic Management System (ERTMS) and 3) harmonize operational procedures. The success of such a corridor approach is for example evident by growing demand, innovation or increasing environmental benefits. On the organisational side, experience in the railway sector has also shown that permanent corridor structures (such as terminal working groups) work efficiently.

Mr Matthias Ruete

The proposed Core Network Corridors are conceived as an implementation instrument and not as a third planning layer on top of comprehensive and core networks. Ten corridors have initially been identified in the Connecting Europe Facility (CEF) which sets out funding priorities for the period until 2020. The European Commission sees this instrument as a means for coordinated action – notably to remove bottlenecks and ensure interoperability. Ideally, such coordination should take place on the whole core network; the corridors identified in the CEF could serve as a "Laboratory". Much of the action necessary to develop corridors has been done at the level of Member States, infrastructure operators and other public or private bodies. With the corridor platform - the structure to coordinate action on the corridors - however, the Commission proposes to set up a strong European vehicle. Such platforms should ensure things are done in a coordinated and concentrated way.

Main outcome of the Round Table

Core Network Corridors are expected to be an effective European coordination instrument which should facilitate core network completion by 2030. Coordination should notably involve major TEN-T projects (notably cross-border), the removal of other bottlenecks, the achievement of interoperability and the optimisation of infrastructure use. Ten corridors have been identified in the Connecting Europe Facility with the aim of concentrating Union funding during the period until 2020 on the most mature projects along these corridors. The coordination mechanisms addressed with the proposed corridor approach should be used in the broadest possible manner in order to advance completion of the whole core network. The proposed governance structure (corridor platform) should be aligned with the needs and be efficient in organisational terms.

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Workshop 1

Freight multimodality – putting corridors into practice: Cross-alpine corridors

The workshop was moderated by Mr Pat Cox,
EU Coordinator for Priority Project 1 Berlin-Palermo

Speakers

Mr Herbert DORFMANN
Member of the European Parliament (IT)

Prof. Avv. Sergio PRETE
President of the port of Taranto (IT)

Mr Alessandro VALENTI
Director Sales and Operation Shuttlenet, Hupac Intermodal Ltd (CH)

Mr Daniel WYDER
Head of Infrastructure and member of the Management Board of BLS Netz AG (CH)

Mr Marc LAVEDRINE
Director of the Transalpine Committee (F)

Prof. Konrad BERGMEISTER
CEO Brenner Basis Tunnel SE (A/IT)

Ms Marcella.MORANDINI
Permanent Secretariat of the Alpine Convention (A/IT)

Objectives of the workshop

The implementation of the core network will be facilitated using a corridor approach. The Connecting Europe Facility contains a list of 10 corridors, grouping projects which will provide the basis for the co-ordinated development of infrastructure. Involving at least three transport modes and crossing at least three Member States, these corridors will bring together the Member States concerned, as well as the relevant stakeholders, for example infrastructure managers and users. European Coordinators will chair Corridor platforms that will bring together all the stakeholders – these will be a very efficient instrument to guarantee co-ordination, co-operation and transparency.

As an implementation instrument for the core network, corridors shall coordinate different projects on a transnational basis and synchronise the development of the corridor, thereby maximising network benefits. Core network corridors will allow for investments made on

either side of the border to reap greater benefits and for the value of taxpayers' money to be optimised.

In the context of this corridor approach, WORKSHOP 1 specifically focused on the cross-alpine corridors, as a practical example of this corridor approach. Expert views and practical experiences were exchanged on the already existing and planned corridors in the alpine region.

The workshop addressed important issues such as the role of core network corridors in the new TEN-T Guidelines, the need for an integrated corridor approach, an exchange of good practices and the role of the Coordinators and other "corridor players" such as ports, combined transport operators, infrastructure managers, business undertakings, infrastructure project promoters. Also aspects of international cooperation and the importance of clear communication were addressed.

Special emphasis was given to the role of corridor platforms which will provide the organisational framework for the core network corridors.

Position of the speakers

Prof. Avv. Sergio Prete

Corridors will be efficient and successful if clear targets and objectives for optimizing the multi-modal transportation system are set in terms of a reduction of emissions and traffic congestion, an acceleration of transport operations and reduced administrative costs.

A corridor platform should ensure that all categories of stakeholders involved in the realisation and management of the corridor are represented. Furthermore, it should enable the sharing of experiences, identify common and specific needs and exchange good practices.

The Coordinators should support the proposals of the governance body he chairs and present these proposals to the Member States and EU. He should support the process of harmonisation of rules to strengthen social integration and economic growth of all Member States.

Mr Alessandro Valenti

Hupac's main objective is to achieve a modal shift from road to rail. However, it should be noted that rail transport is lagging behind road transport in terms of governance, interoperability, infrastructure access and strategy.

Moreover, many more entry barriers for newcomers exist in rail than in road transport and consequently this slows down modal shift. As main examples Mr Valenti referred to the high costs of investments in rolling stock and its delivery terms, the expensive and extensive homologation process and the high costs of on-board traffic management systems.

In addition, the fact that many newcomers have been taken over by incumbents, in particular on the rail market, could be considered as a threat for the development of this market.

Under the motto "Just do it!" Mr Valenti advised to take the following concrete actions:

- Introduce pilot projects on EU freight corridors
- One European Railway Agency with a strong mandate
- Fixed and strict timeframes for implementation measures
- Free, fair and harmonised access
- Less administrative barriers
- Unbundling railway infrastructure managements and railway operation

Mr Daniel Wyder

According to BLS AG the main objective of corridors should be increasing the capacity and improving the quality of transport.

BLS expects that bottlenecks will be eliminated by setting up corridors but also that alpine transport agreements will be respected, ERTMS will be implemented and operational parameters will be harmonised.

There is political momentum for the development of (rail) freight corridors. Together with the increasing growth of transport and the fact that important infrastructure has been or will soon be realised (Betuwe, Loetschberg, Gotthard, Brenner Basis Tunnel), it creates opportunity for core network corridors.

At the same time, there are also threats. There are still many existing infrastructure bottlenecks, in particular at cross-border points, there is a lack of harmonised rules, in particular as regards train/rail parameters. Furthermore, differentiated national policies and infrastructure regimes lead to corridor shopping and, last but not least, many interoperability deficiencies still exist.

Mr Marc Lavedrine

The main criteria for transport operators which determine modal shift are time, costs, safety and environment.

Price-elasticity allows business undertakings to integrate sustainable development by using alternative modes of transport into the value of its offer but it has a limit!

Prof. Konrad Bergmeister

A corridor approach should contain the following elements:

- Modern infrastructure and traffic management systems (ERTMS)
- Logistics
- Terminals
- Modal split
- Sustainable transport
- Environmental measures (Green corridors)
- Clear, regular and transparent communication

Mr Herbert Dorfmann

In order to create acceptance for the construction of corridors, the international dimension of corridor projects must be explained at local and regional level.

The participation of the Coordinator is very important for putting the corridor in a broader context, for creating awareness and giving the local population the feeling that the corridor is part of a European network which offers opportunities to the region.

Part of the investments should stay in the region. Local and regional business should be involved in the construction of the corridor. Corridor projects should be integrated with tourism ("Baustellen Tourismus").

Ms Marcella Morandini

The Alpine Convention covers the Alpine territory but deals with a global problem which is to combine the sustainable development of Transport with the increasing growth of traffic.

The Alpine Convention aims to establish a comprehensive global Alpine policy framework that leads to a balanced development of the Alpine corridors and stimulates a responsible use of rail and road.

For the coordination of corridors action is required at EU, national, regional and local level. This should come together in a single platform for medium and long-term governance.

Main outcome of the workshop

Mr Pat Cox summarised the conclusions of the presentations.

Corridors have to set clear targets in terms of harmonisation and the universal application of operational and technical standards and rules. They should also lead to a reduction of emissions and traffic congestion. Moreover, core network corridors should make transport operations more efficient and reduce administrative costs.

The role of a corridor platform should be to ensure that all categories of stakeholders involved in the realisation and management of the corridor are represented. It should also give the possibility to share experiences, identify common and specific needs and exchange good practices. Furthermore, corridors should have a transparent organisation (e.g. ERTMS corridors and Brenner Corridor Platform).

The role of the Coordinators in the core network corridors should be to:

- Consult the main stakeholders
- Cooperate and support the proposals of the corridor platform governance body
- Communicate the key messages of the corridor platform in the Member States and EU

Even with the 'hardware' (infrastructure) in place, the necessary 'software' is required to motivate modal shift from road to rail. In terms of governance, rail is still partly state-owned. Interoperability is still predominantly covered by national rules and for market access Member States still apply their own criteria.

Furthermore, many more entry barriers exist for newcomers in rail than in road transport and consequently slow down modal shift.

Recommendations for core network corridors:

- Monitoring existing commitments (Pacta sunt servanda)
- Fixed and strictly enforced time frame for implementation measures
- Consistency of EU target setting/policy application, for example do EU subventions really lead to modal shift from road to rail or are they used for rail-rail operations?)
- Strong(er) political support to market liberalisation
- Free, fair and harmonised access
- Less administrative barriers
- Unbundling railway infrastructure managements and railway operation
- A European Railway Agency with strong mandate

Recommendations for an integrated corridor approach:

- Apart from constructing and upgrading transport infrastructure, Member States must take the necessary accompanying measures, in particular internalisation of external costs ('the polluter pays', measures on excise and other taxes, fuel pricing policy)
- Development of green corridors to tackle problems such as noise pollution and air quality protection and to stimulate the use of renewable energy.
- Ensure that along the entire corridor infrastructure will be established that allows harmonised minimum standards, in particular in terms of train length, loading gauges, time schedules and speed
- Efficient coordination between EU, Member States and other public and private stakeholders.
- Clear communication is vital in creating engagement and a sense of ownership by local communities.
- Explain the international dimension of corridor projects in order to create more acceptances at local and regional level.
- Medium and long-term financial strategy and planning.
- Consistent and long-term project leadership.
- Establish a comprehensive and global Alpine policy framework ("Corridor logic") which avoids corridor shopping.
- Address harmonisation of technical/operational rules and interoperability issues with priority as they are slowing down the modal shift from road to rail.
- Take into account the position of the final user when developing these major infrastructure projects.

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Workshop 2 Core Network Ports: a Gateway into the European transport system

The workshop was moderated by **Mr Luis Valente de Oliveira**,
European Coordinator for the Motorways of the Sea

Speakers

Mr Philippe DE BACKER

Member of the European Parliament, Transport Commission

Mr Paolo COSTA

President of the Venice port authority and President of the North Adriatic ports association

Ms Anneli HULTHEN

Executive Mayor City of Gothenburg

Represented by Mr Sebastian Marx

Mr Herve MARTEL

Chief executive Officer Port of Paris

Represented by Mr BENOIT MELONIO

Mr Ulco VERMEULEN

Director NV Nederlandse GASUNIE

Represented by Mr Piet KAGER

Ms Marie-Laure VIALA

Director European affairs – SNCF Geodis

Mr Dimitrios THEOLOGITIS

Head of Unit Port Policy, DG MOVE, European Commission

Objectives of the workshop

The workshop on ports highlighted the central role that ports play articulating maritime transport and land transport for the hinterland connections. It addressed the array of new opportunities opened by the new infrastructure policy and the challenges that need to be met. The workshop further addressed the new tools which need to be tailored, both political and financial - to support the central role which ports are expected to play on the new TEN-T – articulating maritime transport and inland destinations.

Mr Luis Valente de Oliveira

The moderator summarised the objectives of the Workshop and addressed the underlying concept which justifies the key role that ports play on TEN-T- ports are logistic terminals which connect Sea and Land – this interface is kernel to support both the European internal

market and European foreign trade. In particular, he stressed the need to replicate the Motorways of the Sea approach, i.e. integrating Short Sea Shipping operations /Port operations /hinterland multimodal corridors and final distribution.

Position of the speakers

Mr Philippe de Backer

Mr de Backer emphasised that he considers the proposal of the European Commission to implement the TEN-T network as a good proposal. Nevertheless the Commission should seek a higher clarity on the concrete developments proposed - maps need to be clearer, a detailed list should be clearer. He highlighted the importance of good connections to the hinterland, in particular for the 83 ports of the Core Network which must be sustainable, multimodal, offer different choices to users and currently require more efforts to guarantee interoperability. He stressed that in order to achieve this, funding should not concentrate on rail as in the past/present. Mr de Backer also indicated other challenges that need to be met: New port policy, environmental challenges, reduction of administrative burdens, a balanced relation between ports / cities and citizens and the need to take into account the increasing trend for larger ships.

Mr Paolo Costa

Mr Costa started by underlining that the core network ports are the European gateway into the world economy and that we should support a move from Europe as a single market to a single Europe in the global market. As Asian trade flows to Europe are already three times bigger than North America to Europe, further EU support for the clustering of ports in the North Adriatic represents for the TEN-T a good opportunity to meet this new challenge. Mr. Costa then gave concrete examples on the support required: physical port infrastructure – canals, terminals and railways as well as integrated port community systems should be supported. He also mentioned concrete policy tools such as those aiming at harmonising port policies and governance models between Member States as well as having a more aggressive cooperation policy with neighbour states and particularly supporting the development of MoS projects in cooperation with non EU Mediterranean states.

Mr Sebastian Marx

Mr Marx represented Ms Anneli Hulthen who could not attend and passed her message insisting on a better dialogue and integration of development of cities and ports with an emphasis on her own town whose port became the most important Swedish port in the 18th century and underlined how this led to both industrial and knowledge development leading to better quality of life of the citizens of Gothenburg. The port secures 25% of the entire Swedish foreign trade, moves 2/3 of the entire Swedish container volumes and has rail shuttles to the most important Swedish logistic nodes – 70% of all Swedish industry is located within a 500 Km radius from Gothenburg. The port and the city follow a sustainable development policy e.g. on the "cold ironing front" (supply of shoreside electricity) aiming to develop the existing infrastructure to cover all ferries and ro-ro vessels. Gothenburg pushes for increased cooperation within the EU namely through MoS in order to develop further. Key areas are: Alternative fuels and ICT solutions, improvement of the knowledge basis by enhancing training. Finally, looking for integrated solutions and integrated funding is key to develop harmoniously smart cities and intelligent ports.

Mr Benoit Melonio

Mr Herve Martel was represented by Mr Benoit Melonio. The main objective of the port within the region is to co-develop the Seine Gateway, bringing together a large population node, the industry and the transport services for freight and passengers. Connecting the "English Channel to the North Sea" via Paris (Ile-de-France) while supporting the new "Seine –L'Escaut" channel, this gateway is a good example for sea-river operations and particularly an excellent way to reach a vast hinterland. Finally, urban services for freight and passengers will also be developed. In the future, TEN-T support will be requested to support the creation of multimodal corridors from the sea coast to the hinterland, the creation of new waterways lines dedicated to urban logistics, the development of railways terminals in urban ports, the testing of new barge concepts and Intelligent Transport Systems for traffic and logistics.

Mr Ulco Vermeulen

Mr Piet Kager, replaced Mr Ulco Vermeulen and addressed the development of small scale LNG (Liquefied Natural Gas) facilities for the bunkering of ships and barges in Rotterdam, a quite important issue in Europe. This LNG bunkering is built in resonance with the large security of the supply Gate Terminal just inaugurated in Rotterdam. Mr Kager gave a consistent view on the timetable for the development of refuelling in Rotterdam aiming at local refuelling of trucks, barges and ships as well as to the refuelling logistics for other ports in or close to the North Sea Area and on the hinterland. His company is aiming at 2012 to start the project and 2014 as the deadline to start servicing.

Ms Marie-Laure Viala

Ms Viala addressed the issue of maritime transport and ports from the viewpoint of a very large Rail Freight operator. Ms Viala stressed the opportunities opened by Rail services to ports which consist of: 1 – a massive mode of evacuation of freight guaranteed by a sustainable and green mode of transport (low GHG emissions) which can also develop solutions tailored for the last mile. On the other hand, Ms Viala acknowledged that ports can bring to rail great market conditions such as: access to massive flows of goods and particularly to very regular flows on given routes and that these are key factors for the optimisation of the competitiveness of rail transport. For this win-win situation to happen, there are three challenges to be met where TEN-T may be of great assistance: 1) development of efficient intermodal platforms for the transshipment of goods, 2) the existence of good private sidings within the port and 3) a good connection to the TEN-T core network. The development of the intermodal platforms is the first challenge to be met.

Mr Dimitrios Theologitis

Mr Theologitis made a review of the contents of the White Paper and of the TEN-T which are particularly applicable to the ports. As main challenges, Mr Theologitis insisted on the development of multimodal platforms, the further development of ITS systems and services as well as that of new technologies for ports aiming at decarbonisation as alternative clean fuels and green technologies for ports (e.g. shoreside electricity, LNG, scrubbers). Mr Theologitis also stressed the need for a new port policy tool to trigger and support development, addressing 3 key pillars: 1-administrative facilitation, 2-transparency and regulated market access, 3-port labour. Furthermore he stated that a new consultation process involving all

stakeholders will start in 2011-2012 with a view to better define the specific contents to be addressed by the port policy instrument.

Position and questions of of Stakeholders and other participants

European Sea Ports Organisation (ESPO)

On behalf of ESPO Mr Patrick Verhoeven welcomes the recognition of the multimodal gateway position of European seaports. Seaports now have a prominent place in the TEN-T framework (comprehensive and core networks). ESPO principally supports the concept of having multi-modal corridors (as a tool to implement the TEN-T core network) including seaports and their accesses. However, the list may need a fundamental review to better reflect key logistics axis and clarification of links with the railway corridors. Concerning governance issues, ESPO supports the use of European coordinators, corridor platforms and corridor development plans to ensure timely and coordinated achievement of the corridors and strongly recommends that port authorities concerned are actively involved. The comprehensive network of seaports should be as connectable as possible and consequently Road connections should indeed not be ignored. It would add to clarity if, in addition to the maps, a list of comprehensive network ports would be published as annex to the guidelines. Furthermore, the TEN-T guidelines remain rather vague on the position of Motorways of the Sea; these should be seen as the maritime section of the core network. Motorways of the Sea should no longer be seen as port-to-port connections only, but rather as backbone services connecting hinterlands (also to connections with ports in countries neighbouring the EU). Finally, ESPO agrees that the integration of ports in the TEN-T should be accompanied by a review of the EU policy framework for ports, namely providing a series of State aid guidelines, allowing public funding of general infrastructure available to all users, including maritime and land-side access to ports. Concerning Seaports (cornerstones of the new TEN-T framework) funding of inland transport connections to ports, including road connections, should be entitled to receive grants up to 40% of the proper investment (as it will reduce bottlenecks and related emissions).

European Community Shipowners' Association (ECSA)

On behalf of ECSA Mr Alfons Guynier recalled that European shipowners are key players in maritime intermodal transport using the different transport modes with maritime transport as a basis. The importance of the maritime sector in co-modality is confirmed by 14 million intermodal TEU moves per annum in Europe and 75 million worldwide. Taking into account that 90 % of European trade is transported by sea, as such that maritime ports and their hinterland connections are set to become a key element of the new TEN-T i.e. are in fact the gateways of Europe's external trade. This strategic element should be a full part of the planning (taking stock of both the internal trade and foreign trade requirements). Existing infrastructure should be improved both in capacity and in efficiency, removing bottlenecks and regardless of whether they belong to the core or the comprehensive network. Maritime transport ports are key nodal points within the context of co-modality and should not be looked at in isolation. ECSA therefore appreciates and fully supports the intention of the Commission to revive a European Port Policy with particular attention to port services. Both the comprehensive and the core networks should be open for innovation. As such, intelligent transport systems including e-communication between the different transport modes within the co-modality strategy should be further enhanced. In this context the Commission's

initiatives on e-maritime are appreciated. It should be clear that projects for infrastructure should be open to all users on a non discriminatory basis. It is evident that for ports basic infrastructure is at stake as well as access to ports such as roads, rail, inland waterway and common interest services such as maintenance, dredging, navigation aids, traffic management, etc.

European Federation of Inland Ports (EFIP)

On behalf of EFIP Ms Isabelle Ryckbost welcomes the role that has been given to inland ports in the new TEN-T proposal. They will seize this opportunity with both hands. Inland ports main priorities for TEN-T support are:

- That inland waterway transport is further integrated in the co-modal transport chain. Where needed, rail links have to be optimised.
- Make Inland ports fit to serve as hinterland hubs for the big seaports and to welcome the container flows (3 layers of containers).
- Adapt to the new traffic flows with higher bridges and bigger locks.
- Take away new bottlenecks (review definition in CEF) that could result from new infrastructure projects: integrate Seine Nord in the overall IWT network: bridges should be heightened to face the new traffic flow: also locks should be adapted.
- Finally it is felt that investments are particularly needed in the following areas: software measures enhancing the efficiency and innovation in land ports, sustainability, safety, open terminals, link inland ports urban nodes: develop the “bridge function” of inland ports, link between long distance transport and last urban mile in big urban agglomerations and inland port nodes at EU border crossing points (link EU-non EU traffic flows)

Port of Ravenna

Mr Luca Antonellini, representing the Port of Ravenna discussed and questioned the criteria used for Core ports, the lack of distinction between feeder ports and natural hinterland ports and how to assess the potential for participation in corridors for the port of Ravenna.

Mr Michael Cramer

Supported sustainable transport and greener modes but stressing that internalisation of external costs needs to be applied for Inland navigation as well as for all the other modes. He urged further for a better prioritisation of projects co-funded by the EU, in particular as regards low-cost projects with high expected benefits.

Ms Gesine Meissner

Ms Meissner stated the importance of Seaports and of their efficient hinterland connections for the whole European Transport network - e.g. port of Wilhelmshaven.

Main outcome of the workshop

- Articulation i.e., interfacing and connecting maritime transport and the large land transport systems, i.e. Railways and Inland navigation.

- Clustering. i.e. bringing different ports together to increase offerings and streamline common procedures whilst competing.
- Balanced growth of ports and cities – eliminating bottlenecks and providing smart cities with intelligent ports.
- Ports user's requirements: - An efficient port terminal with streamlined hinterland connections – an efficient ship/port/railways connection
- Inland ports specific requirements – setting priorities for the support those inland ports expects from the new TEN-T in particular guaranteeing their integration in the corridors. Potentialities of Inland ports also need to be explored in the context of urban/city logistics.
- Natural Gas bunkering stations in ports – conditions for development, support is necessary for the initial development. TEN-T is setting the state of the art for sea and inland navigation bunkering systems and operations.
- Port policy will develop new policy instruments, building on the perceived new opportunities and challenges opened now to ports. A stakeholder's consultation process will start soon to sketch the main lines for a new port policy that will meet these new demands.
- Lastly TEN-T/Connecting Europe Facility will be of paramount importance to rig a structured support to the development of ports and maritime transport in particular, as the moderator identified the priorities: development of an efficient and fully interoperable connection from the ship to the port and to the hinterland, covering the whole origin to destination transport chain and providing a backbone for trade.

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Workshop 3

A network for passengers: High-speed rail and airport connections

The workshop was moderated by Mr Peter Balázs,
EU Coordinator for Priority Project 17 Paris - Bratislava

Speakers

Mr Mathieu GROSCH
MEP, member of the TRAN committee, European Parliament

Mr Michael KERKLOH
CEO, Munich Airport

Mr Joachim FRIED
Senior executive Vice President European Affairs, Deutsche Bahn AG

Mr Vincent COSTE
General manager for Belgium and Luxembourg, Air France – KLM

Mr Ron NOHLMANS
Programme Manager Mobility, Brainport Eindhoven

Mr Ivan THIELMANS
Project Manager, DIABOLO Project
Represented by Mr Kurt SCHERPEREEL

Mr Alexander SALTANOV
Vice-President, JSC Russian Railways
Represented by Mr Mikhail Goncharov

Objectives of the workshop

Nowadays, only about 20 major EU airports are well connected with the national rail network. The others lack multimodal capacity and efficiency also with regards to reducing CO2 emissions. The basic political documents have been published. In the workshop some experiences from airports, infrastructure managers and service providers were presented with the interfaces between airports and land access via rail demonstrated but also the expectations of those which are not well connected yet. Intermodality does not exist if passengers are not informed, tickets are difficult to purchase, schedules not coordinated, signposting is poor or luggage and passengers with reduced mobility are not taken into consideration. In order to fulfil the goals of the White Paper and the obligations by the new Union guidelines the

presentations focused on questions of the organisation and sharing of information. Also the question if further action by the European Commission is needed was debated.

Position of the speakers

Mr Mathieu Grosch

In the opening statement Mr Grosch criticised the lack of an interoperable European rail transport network. He emphasized the need for European action for better services, best quality, safety and security. He believed that a real will to work together is lacking and this is not less important than the money necessary to implement technical measures. He pleaded for the fair exchange of information in the sector to secure good legislation.

Mr Michael Kerkloh

Mr Kerkloh presented the options for airports to become suitable and sustainable gateways to the globalized world. To reach this aim, intermodality and seamless travels are prerequisites within a multimodal transport system. Both are necessary in order to meet the growing demand for travel and to cope with future challenges but also to ensure the competitiveness of the airports. The basis for the "license to grow" including the enlargement of the catchment area by good rail connections is a combination of attractiveness, efficiency and sustainability. The European airports developed travel in the context of "Flightpath 2050 - Europe's Vision for Aviation"¹. Munich airport was planned in the 60ies when rail was of less importance; an efficient rail connection, especially to regional and long-distance traffic, is still missing. This is a competitive disadvantage for this airport which the airport, the Free State of Bavaria, the Federal Republic of Germany and the city of Munich want to overcome as soon as possible. But financing is not guaranteed at this moment in time.

Mr Joachim Fried

Mr Fried presented the different products of Deutsche Bahn AG to facilitate the air-rail-connection (AIRail, "good for train", Rail&Fly), innovative eTicketing solutions (Touch&Travel) and to cooperate with third parties to have applications ready for journey planning and ticketing. He clearly supported future-oriented concepts of dynamic online interfaces to exchange timetable data and tariff information being elaborated by the railways as part of TAP-TSI. He also supported Near Field Communication (NFC) as one of the basic technologies and wants it to become a standard of interoperability. DB AG is explicitly against a binding legal basis. Legal initiatives would have far-reaching impact on corporate sovereignty in retailing processes. Railway undertakings must have the commercial freedom to decide with whom they want to have cooperative arrangements and under which conditions.

Mr Vincent Coste

Mr Coste presented the product connecting Paris-CDG, Brussels-Midi and Amsterdam-Schiphol by high-speed-rail. Every year 2.5 million passenger travel to Paris-CDG by rail. He addressed as challenges different customer services and processes like different pre-sales

¹ Flightpath 2050 - Europe's Vision for Aviation, Report of the High Level Group on Aviation Research, <http://ec.europa.eu/transport/air/doc/flightpath2050.pdf>

conditions for rail and flight tickets (3 and 12 months), the accommodation and handling of luggage in trains to airports, the luggage handling in the stations and signage.

Mr Kurt Scherpereel

Mr Scherpereel, replacing Mr Ivan Thielemans, presented the "DIABOLO" project connecting Brussels airport directly to the railway lines towards Antwerp and the Netherlands. The project will reduce the travelling time between Antwerp and the airport by 30 minutes and shall be operational by 8 June 2012. The rail tracks use an old reserve site of motorway E19.

Mr Ron Nohlmans

Mr Nohlmans presented "Brainport Eindhoven" with a focus on the plans to improve landside accessibility for example by building a new railway station to connect the airport closer to the railway network to Schiphol and Düsseldorf. Eindhoven airport plans to double the capacity by 2020 (4.5 Mio. passengers) and thus needs an efficient rail connection and improved services. The biggest challenges in connecting to the high-speed network for him are institutional barriers at the national borders.

Mr Mikhail Goncharov

Mr Goncharov focused on the on-going investment programme in air-rail links to fight congestion in the largest Russian cities and in light of the upcoming Olympic Games in Sochi (2014) and the Football World Cup (2018). They will accelerate the air-rail links in Moscow by about 15 minutes and connect more airports to the rail network by 2018. Russian Rail is already operating an international service to Helsinki and will start with a regular service Moscow-Paris as of 12 December 2011.

Main outcome of the workshop

In the TEN-T network, we have to consider that a huge number of international airports are not at all or not efficiently connected to the national rail network. An efficient air-rail connection can help in reducing congestion, reducing the CO₂-footprint and enlarging the catchment area of an airport. Efficient high-speed connections city-to-city can replace short haul flights. Despite this, a common understanding that intermodality and seamless travel could induce a win-win situation for airports, airlines and rail operators - not only for passengers - is needed. But not only "hard ware" is important for travellers also innovative mobility patterns like multi-modal travel planners and "smart inter-modal ticketing" play a growing role.

We saw current services and products related to intermodality and exchanged experiences. We also became aware of some challenges on the way, to travel with one ticket for a transparent price and with real-time information on the connections through Europe, such as sharing information and consumer protection.

The Commission will continue to promote the development of air-rail services from various perspectives. For example: financial support for intermodal infrastructures, working-groups,

development of interoperable standards for information and ticketing through the TAP-TSI² rules developed by the European Rail Agency.

With the 2011 White Paper, the Commissions' proposal for the new TEN-T guidelines and the Connection Europe Facility (CEF), the framework and some instruments for improvements are there. The Commission proposes to set an obligation to connect the core airports to road and rail by 2050 and reserves a share of the €31.7 billion of the CEF for the next financial perspective (2014-2020) to make this happen.

² Technical Specifications for Interoperability for Telematic Applications for Passenger.

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Workshop 4

Innovation and new technologies for TEN-T (including SESAR)

The workshop was moderated by **Mr Helmut Morsi**, Deputy Head of Unit TEN-T and Investment Policy.

Speakers

Mr Alain SIEBERT

Chief of Economics & Environment Dept., representing SESAR Joint Undertaking

Mr Michel VAN LIEFFERINGE

Chief of Economics & Environment Dept., representing SESAR Joint Undertaking

Mr Paul GREAVES

Head of Marine Research & Technology, Rolls-Royce plc, representing EMEC – The European Marine Equipment Manufacturers

Mr Sven WOLF

Board Member for Policy & Incentives, HyER — Hydrogen Fuel Cells and Electromobility in European Regions (former HyRaMP)

Mr Amit YUDAN

Coordinator of the TEN-T Project "Greening European Transportation Infrastructure for EVs", representing the project consortium

Objectives of the workshop

Innovation and new technologies are key in addressing the great challenges of our times, be it climate change with the need for CO2 reduction, depleting fossil fuel reserves, ever increasing demand for transport capacity and traffic congestion.

The EC's new legislative proposals on the TEN-T Guidelines and the Connecting Europe Facility support this concept for transport infrastructure.

This workshop's objective was to set the scene for the next, and probably most important, step: making timely and effective use of these new opportunities in transport infrastructure funding and political EU-wide support. In particular the following two questions are posed:

- What are the innovative solutions ready for deployment today, and in the immediate future?
- What are the realistic elements for a long term vision, i.e. the time horizon of the TEN-T Guidelines (mainly 2030, but also 2050)?

Main outcome of the workshop

At the end of the workshop the speakers together with the entire audience have drawn-up the conclusions in the form of the following table of modal recommendations. The general recommendations of the participants are summarized in the three points thereafter.

(A) Modal Recommendations:

Mode	Ready for Deployment (now or in next few years)	Vision 2030	Special Remarks
Road	Technical & business solutions for cars and buses exist, but require faster implementation; no solutions for trucks yet; need 1. corridor equipped now; more effort on fuel reduction for ICE engines.	Leverage between transport and energy important; 50% vehicles with alternative drives (replacing fossil fuel engines).	EU should become leaders for alternative drive vehicles and supporting infrastructure; - risk of creating innovation obstacles by imposing too strict standards now.
Rail	Longer and heavier trains; short migration period; ERTMS V2 ready 2012 – need fast track implementation; swift introduction of truly European authorisation procedure; EU leverage on technology required; focus on production methods.	Creation of single European infrastructure; IP-based management system; integration of Galileo; extension to sub-urban network.	EU leading, but new control standards being introduced in other world regions – European rail requires faster development now to stay in the lead.
Sea (& IWW)	Rapid loading of cargo; automated handling systems; EU wide LNG port infrastructure until 2012.	SESAR-type traffic control system; cold ironing; advanced health control system for seafarers; standardisation of control systems to make them affordable to smaller ports.	EU still leading in marine equipment.
Air	Synchronisation of efforts and timing for SESAR; introduction of accompanying instruments.	Single European Sky fully realized.	TEN-T programme has pivotal role.
Multi-modal	Investigation of fixed route versus variable route transport concepts and their solutions; introduction of advance transshipment technology (eg minimum shunt terminals).		Large potential of rail-road partnerships for introduction of electric vehicles.

General Recommendations:

- Pre-defined innovation should be avoided (governance problem).
- Open CEF grants (Art. 10) for innovation and new technologies to all modes of transport to fully promote these key elements for sustainable transport and to avoid obstacles for the development of an advanced multimodal transport network in Europe. Such an opening would also improve consistency with the TEN-T Guideline proposal (eg Art. 39), the EC's White Paper on Transport of 2011 and the multi-modal corridor concept.
- Maintaining EU world leadership; - also in view of creating and preserving of jobs in EU member states:
 - Risk 1 – Road sector: time to race now.
 - Risk 2 – Time critical milestones to secure funding:
 - Rail (ERTMS V2 - 2012);
 - Air (SESAR - 2013) and
 - Shipping (LNG infrastructure – now with completion target for 2015)

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Roundtable 2

Transport: a growth engine for Europe

The Roundtable was moderated by Mathias Ruete,
Director General of DG MOVE.

Speakers

Mr Siim KALLAS

Vice-President of the European Commission, European Commissioner for Transport

Mr Brian SIMPSON

MEP, Chair of the TRAN Committee, European Parliament

Mr Etienne SCHOUPPE

State Secretary for Mobility, Belgium

Mr Dominique RIQUET

MEP, Vice-Chair of the TRAN Committee, Member of the BUDG Committee, European Parliament, Friends of TEN-T

Mr Fernando PUIG DE LA BELLACASA AGUIRRE

Secretary General, Ministerio de Fomento, Spain

Mr Christopher HURST

Director General, European Investment Bank

Mr Pavel TELICKA

European TEN-T Coordinator

Mr Carlo SECCHI

European TEN-T Coordinator

Objectives of the roundtable

The aim of this roundtable was to have an exchange on the importance of financing transport infrastructure for the continuing competitiveness and sustainability of the European economy, particularly in the context of the current economic crisis. The discussions, moderated by Mathias Ruete, Director General of DG MOVE, were organised in two parts:

In Part 1 "Economic context", the participants focused on the impact of infrastructure investment on the EU economy in the current difficult context – as well as on the relationship between infrastructure investments, innovation and the EU growth agenda.

In Part 2 "Financing TEN-T investments", the participants were to address budgetary priorities for the core network and financing and non-financing tools, as proposed by the Commission in the revised TEN-T Guidelines and Connecting Europe Facility Regulations.

Position of the speakers

Mr Brian Simpson

Mr Simpson opened Part 1, dealing with the "Economic context" and explained that the current network is not fit for its purposes: supporting a smart, sustainable and inclusive EU economy. The TEN-T needs upgrading, and the question is not if but how to achieve the necessary investments. The current economic crisis presents the Union with both a challenge and an opportunity. All the actors in the EU policy making process should work together to turn this challenge into the opportunity it presents to ensure the sustainable future growth of the European economy. On behalf of the EP, Mr Simpson addressed this message particularly to the Member States (MS). While in a time of scarce resources it is vital to prioritise, he stressed, and MS have shown a worrying tendency in recent times to focus primarily on national rather than European priorities.

Mr Etienne Schouppe

The discussion was elaborated on the theme that transport is the "backbone of the internal market" and that it is in line with the Monti Report³, which showed that a truly integrated Single Market would not be possible without a seamless connection between all of its component parts. Mr Schouppe stressed the importance of an efficient multimodal transport network for an open economy like Belgium. He agreed with the need to focus on EU added value priorities as identified by the Commission – cross-border links, eliminating bottlenecks, enhancing multimodality, interoperability and intelligent traffic management – and expressed support for the proposal of the Commission to establish multimodal European Corridors to ensure the efficient implementation of these priorities. He agreed with Brian Simpson that, to this end, as the business-as-usual scenario is not an option, the Corridor approach might be "the only way forward".

Mr Dominique Riquet

Mr Riquet emphasised that the European Parliament fully supports the Commission proposal. It comes at the right time, on a central issue, when MS are hesitating when they should not be in order to address the economic crisis. He stressed that a main bottleneck for the European transport system is also the financial one, which may be felt even more strongly in poorer regions, where the co-financing capacity is lacking. That is why all financial instruments should be put together and coordinated in order to successfully implement the TEN-T.

Mr Pavel Telicka

Mr Telicka reinforced MEP Simpson's and Riquet's message that the economic and financial crisis is both a challenge and an opportunity for investing in transport infrastructure and, as such, both a challenge and an opportunity for Europe's long-term prosperity. Member States

³ "A new Strategy for the Single Market at the service of Europe's economy and society". Report by Mario Monti to the President of the European Commission, 9 May 2010, page 64-65

governments need to show courage in implementing the necessary austerity measures, but being softer on the factors supporting economic growth requires an equal courage. In addition, vision, strategy and instruments are needed for achieving growth. And, in his view, the Commission proposal for the TEN-T Guidelines review contains all that. That is why he joined MEP Simpson in calling upon MS to pick up the challenge and approve the new TEN-T Guidelines as soon as possible as well as ensure that adequate financing will be available to support their implementation. Alongside MEP Simpson and Riquet, he reassured MS that, with their focus on clear EU added-value priorities, the Commission's TEN-T legislative proposals (TEN-T Guidelines and Connecting Europe Facility) will make sure that, as Brian Simpson put it, "each euro on the TEN-T is spent in the best possible way".

In Part 2 "Financing TEN-T investments", the participants focused on budgetary priorities for the core network and on financing and non-financing tools, as proposed by the Commission in the revised TEN-T Guidelines and Connecting Europe Facility Regulations.

Mr Siim Kallas

Vice-President Kallas opened the second part of this Round Table. He explained that the Commission has proposed a budget for transport amounting to about 13% of the € 250 billion investments needed on the Core Network until 2020, which is at the same time a lot and far from being enough. That is why the 31.7 billion of the CEF should be used to attract other sources of financing from regional, national authorities as well as from the private sector. The reinforced "use it or lose it" principle the Commission has included in its proposal, as well as placing €10 billion from the Cohesion Fund under the centralised CEF management should ensure that the funding made available through the EU budget will have the highest leverage and impact possible on TEN-T development.

Vice-President Kallas also underlined two aspects which are vital in order for the new policy to be effective: 1) the absolute need to guarantee a well functioning network that integrates all transport modes, that includes main nodes and multi-modal connections and that ensures interoperability; 2) the need to use the Core Network Corridor concept to its maximum potential (building on the success of European Coordinators) to ensure coordinated and efficient investment.

Mr Puig de la Bellacasa Aguirre

Mr Puig expressed his conviction that the funding made available under the Connecting Europe Facility would indeed help stimulate public and private investments in order to create future jobs and growth, as well as maintaining the position of the European transport business as the world leader. He made reference to Spain's experience in the past fifteen years in order to support earlier speakers' arguments that investment in transport infrastructure is vital for economic growth. Investments of an average of 1 to 1.8 % of GDP a year since 1996 (of which about half were directed on the TEN-T, and with an EU support of about 12%) has helped Spain move from an inadequate transport system stifling the economic growth to a modern system supporting an expanding economy. But efforts are still needed, and they need to be better targeted, with priority given to freight rail transport infrastructure and improving connections with the neighbouring countries, France and Portugal. These are priorities that also follow from the Commission's new TEN-T Guidelines proposal, and Spain will fully support the Commission proposal/approach as a central part of EU policy for growth, as well as its accompanying financial proposal.

Mr Christopher Hurst

Mr Hurst detailed the possible ways for attracting alternative sources of funding. He argued that attracting long-term investors and further developing the user-pay principle on transport infrastructure should be a priority. He also stressed the need for more coordination of MS investments on the TEN-T in order to achieve a more efficient implementation, and expressed support for the Commission's "corridor approach" to this end. He also expressed support for the Commission's efforts to create conditions so that the necessary large infrastructure projects are carried out, including by means of initiatives such as project bonds.

Mr Carlo Secchi

Mr. Secchi presented the main results of the Expert group that he chaired, in the context of the process of TEN-T revision, focusing on financial issues related to TEN-T implementation. The findings of the expert group supported the EIB view that attracting higher private finance involvement is necessary, as well as ensuring higher rentability of investments in transport infrastructure, such as broadening the ability of MS to raise funds from transport users as well as better earmarking of transport revenues. A new approach for identifying external costs as well as benefits (e.g. positive contributions to the environment should also be rewarded with ecobonuses) is also necessary.

On Public Private Partnerships (PPPs) and innovative financing, particularly project bonds, Mr. Secchi as well as MEP Brian Simpson and Dominique Riquet were somewhat more cautious. Mr Simpson warned that such an argument should not be taken by MS to justify an eventual shying away from their financial responsibilities - PPPs and innovative financing cannot replace but only complement public funding - while D. Riquet pointed out that on project bonds for example opinions in the EP were divided.

Mr Mathias Ruete

Mr Ruete concluded with an outlook on the future: Europe needs to make sure the European transport network will be ready when the economy recovers, sooner or later. We need to make sure that priorities are set in advance and that the possibilities of financing the necessary infrastructures have been defined. This is the goal of the TEN-T Guidelines and the Connecting Europe Facility proposals put forward by the Commission, and a first precondition for its delivery is that the EP and the MS support and adopt these proposals.

Main outcome of the Round Table

There was a general agreement among the contributors to this round table discussion that:

- From a TEN-T development perspective, the current financial and economic crisis presents us with both a challenge – to mobilise and better prioritise the use of scarce resources – and an opportunity – to make vital investments in the future prosperity of the European economy.
- The Commission proposal for revised TEN-T Guidelines provides the vision, strategy and instruments for ensuring that the future investments on the TEN-T are indeed money well spent, i.e. channelled towards actions with wide EU added-value. It is forward- looking,

based on thorough planning and provides a realistic and comprehensive concept in priority setting for the use of EU funds, as well as for attracting needed private investments.

- MS need to rise up to the challenge. Governments need to prove both willingness and skill in juggling with austerity measures so that factors vital for future growth, such as transport infrastructure, are not further stifled.
- Attracting further private financing is necessary, but as a complement, not as a substitute for, public investment.
- Enhancing the capacity of public authorities to raise funds from transport users as well as better earmarking of transport revenues could also prove an effective means for increasing public funds available for transport infrastructure.
- A new approach for identifying externalities - both costs and benefits – could also prove cost beneficial for transport in the long run, as transport starts decarbonising.

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Workshop 5

Freight multimodality: the role of inland ports and waterways in the transport chain

The workshop was moderated by Ms Karla Peijs,
European Inland Waterways Coordinator

Speakers

Ms Nikolina NIKOLOVA
Deputy Minister, Bulgaria

Ms Sylvia-Adriana TICAU
Member of the European Parliament, Transport Committee

Ms Karin de SCHEPPER
Inland Navigation Europe, Secretary General

Ms Helen DE WACHTER
Freights & Logistics, Senior Consultant

Mr Nicolas BOUR
Voies Navigables de France, Director Seine-Escaut Project

Mr Menno MENIST
NEA, Managing Director Transport

Mr Michael NIELSEN
IRU, Secretary General

Mr Christian STEINDL
Port of Enns, Managing Director

Objectives of the workshop

Ms Peijs introduced the discussion making reference to key points for reflection by the Panellists. These points were grouped into three main areas: inland waterways infrastructure development, multimodality and environmental sustainability.

She stressed the importance of creating a reliable European network where all the major basins were interconnected with freight traffic, but also the passenger traffic could move in an integrated manner.

Inland navigation, Ms Peijs stated, is not only important as a transport mean that will unleash unspoiled transport capacity through a mean of transport that is green, for long and short distances, highly developed regions and regions under fast growth. The Inland waterways infrastructures, if planned carefully and used in a sustainable way, can be a basis for global development of the regions including water management for agriculture and irrigation, tourism, human settlement and environment protection against flooding and draught.

In the development of inland waterways transport (IWT), Panellists were asked to explain from their own experience what inland navigation could offer in the short, medium and long term as well as if the overarching approach like in the Seine-Scheldt case could provide support to the regions and to their activities.

Position of the speakers

Ms Sylvia-Adriana Ticau

In a multimodal scenario, the role of ports and of logistics is key factor for the success of a network that is based on the integration of all modes of transport. Inland ports are the throughput to connect IWT, rail and road in an efficient manner. Navigation on the Danube River can play an important role for development of the economy in countries like Romania and it is important that all major ports are included into the maps of the new TEN-T Guidelines. In particular she referred to the conurbation of the ports of Galati, Braila and Macin that should be considered as a cluster of ports and not as single entities.

Ms Nikolina Nikolova

Mrs. Nikolova stressed the importance of an integral approach as it is undertaken in the development of the Danube Strategy. All aspects of the growth of a region have to be taken into account and certainly inland ports will play an important role as centres of development. The environmental dimension has not to be forgotten and an intense and constructive dialogue has to be established with environmental groups of interest. The Danube River represents an opportunity for a tighter and profitable cooperation between the riparian countries.

Ms Karin De Schepper

Mrs. De Schepper reiterated the importance of an integral approach where multimodality is at the service of operators who are in a position to choose the best mode of transport according to the local conditions and to bundle the freight in the most efficient manner. Unfortunately there is not an ideal relation between inland navigation and rail transport as in general one sees inland navigation as a possible competitor and not as a partner. In drafting future connections it is important to pay attention to traffic flows.

Ms Helen De Wachter

Mrs. De Wachter, Senior Consultant at the Antwerp Port Authority was representing Freight and Logistics. From her experience, she noted that along the Rhine cooperation between modes works very well. In fact when water level is low, alternative solutions can be found through other modes of transport. Rail freight transport is very expensive: crossing border is an issue in terms of costs and of different signalling systems. For this and more, River

Information Services or RIS plays an important role. Very important for inland navigation is to optimise the use of barges avoiding long delays in ports.

Mr Nicolas Bour

Mr. Bour presented the approach taken by VNF in drafting the development of the Canal Seine-Nord Europe. Many factors have contributed to its successful approach: clear and direct communication involving all stakeholders from national, regional, local authorities and private operators and enterprises. Inland ports play a major role and its equipment for trimodal logistics is a key factor for their operations. France has undertaken the initiative of solving two major bottlenecks: the connection of the river Seine with the Belgian inland waterways network and the connection of the Mosel to the central European network.

Mr Michael Nielsen

Mr. Nielsen of International Road Transport Union (IRU) was very pleased for this invitation to an inland waterways panel and added that it was the first time ever. He stated that IRU believes that Transport has to be treated as a system and that road transporters work well with IWT and less with rail transport. While he was pleased to be invited, he regretted that road transport was not included in any single project. From a road transport point of view they are working to reduce consumptions, therefore pollution and costs and in general they are aiming to an efficient integration between modes. If there is a low level of water, road transport becomes an indispensable partner to IWT, hence let's make road transport more efficient.

Mr Menno M. Menist

First of all, Mr. Menist considered that IWT is decreasing everywhere except along Priority Project 30 (Seine-Scheldt): in fact more canals and equipped rivers are needed to boost the IWT system. Inland ports, with their logistics will play a major role and shipment of goods from along rivers to other destinations along rivers is a key factor for the efficiency and for the sustainability of inland waterways transport. When Euro 6 trucks are a reality, the existing environmental advantage of inland waterways over road transport will be reduced significantly if not superseded.

Mr Christian Steindl

He clearly stated that inland waterways transport has a future, although at this moment in time, rail is more competitive. It is a fact that imports from Turkey to Austria come through Rotterdam port and not via the Adriatic ports as it would be more natural and advantageous. Hence an integrated view is necessary and a link between the TEN-T Programme and the Danube Strategy Programme is needed in order to obtain maximum advantage from a combined effort. Danube navigation is not an option it is a must: freight transport by rail from Germany and Hungary is already saturated and new ways of transport must be found. For this and more reasons, bottlenecks in the navigation of the Danube River must be solved.

Main outcome of the workshop

All the Panellists agreed on the importance of inland ports as nodal points of the inland waterways transport system. A modern and efficient logistics network will ensure proper integration of waterways into the regional multimodal transport network offering the operators a multiple choice for freight shipping.

Costs of transshipment are a key factor in using barges instead of rail and trucks while intelligent management of goods, via the use of River Information Services (RIS), provide an important tool to sustain inland waterways.

Navigation must be reliable, in terms of continuity of service offering infrastructures that are not subject to natural events like flooding or draught, otherwise it will not be chosen by forwarders compared to rail or road transport means.

Although it is widely recognised that inland navigation is a green mode of transport, innovative engines and fuels must be developed to keep the green label to inland waterways compared with other modes of transport as much has been done to reduce the emissions from trucks and from rail.

Inland waterway transport offers a unique opportunity to develop the region through an integral project taking into account all aspects that are related to the river flow: environmental protection against flooding and draught, controlled water management, regional economical growth, tourism and social development.

Multimodality is not only an option, it is particularly important to complete the door to door chain of transport. Cooperation between modes, in particular between road and inland waterways is needed. Competition is important if we hope to achieve a higher level of sustainability for the overall transport system in terms of lower levels of emissions, higher reliability and economic advantage.

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Workshop 6

Transport and environment: together striving towards a sustainable infrastructure. Natura 2000 success stories

The workshop was moderated by **Laurens Brinkhorst**, European Coordinator of the Priority Project Nr 6 and former Director General of the Directorate General of Environment.

Speakers

Ms Pia BUCELLA

Director Nature, Biodiversity & Land Use, Directorate General for Environment (DG ENV), European Commission

Mr Alexandru Serban CUCU

General Director of General Directorate for Foreign Financial Affairs, Ministry of Transports of Romania

Mr Joachim FRIED

Senior Executive Vice President European Affairs, deutsche bahn AG

Mr Lars NILSSON

Environmental Director of the Swedish Transport Administration, Trafikverket

Mr Victor SCHOENMAKERS

Director European & International Affairs, Havenbedrijf Rotterdam N.v.

Objectives of the workshop

The aim of this workshop was to demonstrate the common objective of European transport and environment policies: to have an efficient and sustainable transport system in Europe. Using Natura 2000 site examples, it identified and discussed the best possible practices available to achieve mobility while at the same time avoiding environmental damage to selected transport modes.

Background:

Transport contributes significantly to a number of environmental problems in the EU. The environmental impacts of transport are varied; they can be not only direct, by the use of different transport modes (emissions, climate change at local level etc.), but also indirect by the existence of the infrastructure itself. The central challenge of modern transport and environmental policies is to shape an environmentally sustainable mobility that also fulfils

social demands. Transport is a necessity in our everyday life but at the same time it can have harmful environmental impacts. This dilemma has been taken seriously by policy makers at the European level as well as in the Member States, regions and communes: many laws and decrees ensure safeguarding of the natural habitat of animals and plants, minimization of possible impacts on the environment from infrastructure construction, reduction of emissions. Natura 2000 is the EU-wide network of nature conservation areas set up to ensure the survival of Europe's most valuable species and habitats. It is not restricted to nature reserves, but based on a much broader principle of conservation and sustainable use, where people and wildlife can live together in harmony. The network comprises more than 26.000 sites, covering approximately 17,5% of the total land area of the EU - around 750.000 km² - plus almost 200.000 km² of marine environment. The network is founded on two pioneering pieces of EU legislation: the 1979 Birds Directive and the 1992 Habitats Directive.

Prior to the construction of infrastructure projects, European Community Law requires assessments as to whether Natura 2000 areas are likely to be significantly affected. If yes, the project can be approved only if it is ascertained that it will not have significant negative impacts on the sites e.g. by undertaking effective mitigation measures; otherwise alternatives should be sought. If there are no alternative solutions, the project can be authorised only if there is an overriding public interest and compensatory measures are implemented. Compensatory measures, however, should be the last resort, to be done only when all possible alternatives have been exhausted.

Position of the speakers

Ms Pia Bucella

Ms Bucella held a presentation on Natura 2000: she gave a brief update on where we are with the designation of the Natura 2000 network. She mentioned that after almost 20 years since the Habitats Directive was adopted, the designation process has almost finished. She also concluded that this unique piece of legislation is an excellent tool, which can help meet both ends: develop the necessary infrastructure in a way which preserves our valuable natural heritage. Ms. Bucella's presentation was followed by four real-life cases which demonstrated impressively how to create environmentally sustainable infrastructure:

Mr Victor Schoenmakers

Mr Schoenmakers presented an exemplary case for nature protection measures in relation to the extension of one of the main ports of Europe, the Port of Rotterdam. The port is one of the most important junctions of goods flows of Europe. In order to meet increasing demand in the future, and to maintain its leading role, the port had to be expanded. During this expansion big compensatory measures had to be carried out.

Mr Lars Nilsson

Mr Nilsson presented the Bothnia Line project which is a high-speed railway line in northern Sweden. The 190 km long route, from Kramfors airport via Örnsköldsvik to Umeå, was opened in 2010 and carries trains at speeds up to 250 km/h. Mr Nilsson's presentation concentrated on two issues: the importance of looking into connectivity in the landscape, not only into protected areas, furthermore the necessity of adopting different mitigating strategies depending on where the project is situated.

Mr Serban Cucu

Mr Cucu explained that Romania intends to improve the navigation conditions on the Danube between Calarasi and Balia. He presented the mitigation measures that are being undertaken during the pre-construction phase of this project.

Mr Joachim Fried

The workshop was rounded off by the presentation of Mr Fried presentation who is the Senior Executive Vice President European Affairs, Deutsche Bahn AG. He informed about the compensatory measures designated for the Saale-Elster floodplain. This area is located on the Priority Project 1, close to Halle. Deutsche Bahn carried out many mitigation and compensatory measures during the implementation of this project.

Main outcome of the workshop

These contributions stimulated an interesting exchange of views, practical experiences and challenges between players of both ongoing and implemented TEN-T projects of different transport modes. The subsequent discussion with the audience and also between the speakers led to some conclusions:

It is highly important to prepare an early assessment on environmental impacts caused by the project in order to avoid environmental damages during its implementation. It is equally important to involve the public in the project as soon as possible and consult them about its objectives and results. The concerns and opinion of the public have to be taken on board at a certain level when carrying out the project. It is certain that these measures save time and costs for all parties.

In the planning phase of the project all three types of Natura 2000 measures have to be taken into consideration: alternative solutions have to be examined, mitigation and compensatory measures have to be planned accurately. This ecological knowledge is needed not only in the case of protected areas, but also in our everyday landscape, in order to avoid landscape fragmentation.

The transport sector possesses a growing responsibility for biodiversity; therefore it is important to take the idea of “green infrastructure” into account in spatial planning, because it helps to prioritise mitigation efforts. Up-front compensations of impacts on Natura 2000 sites have a positive effect and help to avoid major damages in advance.

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Workshop 7

European transport infrastructure: ensuring the cohesion of Europe

The Workshop was moderated by Gilles Savary,
European Coordinator for TEN-T Priority Project 22 Athina - Dresden

Speakers

Mr Ramon TREMOSA I BALCELLS

Member of the European Parliament, Member of the TRAN Committee – European Parliament

Ms Britt ANDRESEN

Analysechef Oresundbron (Impact of a cross-border connection on a multination EU Region)

Prof. Dr. Werner ROTHENGATTER

Karlsruher Institut für Technologie (KIT) - Institut für Wirtschaftspolitik und Wirtschaftsforschung (IWW)

Mr John WALSH

Deputy Head of Unit - DG REGIO Thematic Development Unit

Mr Santiago MILÀ

Deputy General Manager Port Authority of Barcelona

Mr Dirk BECKERS

Director TEN-T Executive Agency

Objectives of the Workshop

Long range transport infrastructure proved crucial in building the nation in a large federal country such as the US, notably through the coast-to-coast railways.

TEN-T infrastructure can provide an important contribution to the territorial cohesion of the Union as well - their action is four-fold:

- They bridge separate (national) networks thus generating a larger network effect and complementing other EU aquis (Schengen, free movements etc);
- They enhance the mobility of EU citizens
- They provide the productive sector with competitive access to the internal and external market

- They contribute in creating European regions and make peripheral regions closer to the EU centre, providing them with an enhanced access to the internal market.

While, in the absence of adequate transport integration, mono-modal corridors could be seen as polarizing factors that just split a territory; on the contrary, multimodal corridors, properly connected with the regions they cross, represent a unique opportunity for their development - this is notably the case when developing an integrated network.

Position of the speakers

Mr Ramon TREMOSA I BALCELLS

Hon. Ramon Tremosa y Balcells, explained the main trends in world-wide trade and traffic and the vision of Port Regions and "world regions" triggering economic growth.

Those Regions will all share a critical mass of investments and population, large urban areas, and a privileged access to worldwide trade (crossroads of port gateways & corridors).

He also highlighted the crucial role for economic growth linked to ports and their accessibility, overcoming the current bottlenecks, notably in the Catalan context, traditionally hindered by constrained access to the internal market (gauge split and bottlenecks).

Ms Britt ANDERSEN

Success stories such as the Oresund link demonstrate that these infrastructures play a wider role than just enhancing traffic flows or adjusting modal shift: they generate synergies between territories and growth at regional level, creating a more complex and richer territorial context, where the relative advantages of neighbouring areas are diffused - Ms. Andersen, Head analyst of Oresund, explained that, due to the region-making effect, Oresund was able to attract more traffic than the Channel Tunnel, steadily increasing, but it has created a demographic trend, shifting people to live in Malmoe (30.000 additional people moved) and commuting to Copenhagen. Besides, future effects (corridor to corridor) notably on freight with the fixed link DK-Germany are expected.

Mr Werner ROTHENGATTER

Prof. Rothengatter [from Karlsruhe and Antwerp University] explained this concept highlighting the 4 levels of interactions in networks:

- Inter corridor level (between major axis)
- Intra corridor level (along the axis)
- Corridor-Regional level (Regions as feeders – role of regional networks, hubs and platforms)
- Transport-Economic activity level

He stressed the case of Stuttgart 21 as bi-faceted – the support of the local population was lost during construction phase due to the interruption of dialogue, and then gained again when the economic advantages of this connection to the axis for the area were explained (recent favourable referendum).

Mr John WALSH

Cohesion policy has been a major source of EU investments in transport. - John Walsh recalled the complementary focus of this policy to the TEN-T: Regional network (feeder of the TEN-T) and clean urban transport – but cohesion policy has also led to the delivering of 13% of TEN-T high speed lines (all successful, but with mixed outcome on regional development – to be assessed on a case by case basis) and more on other infrastructures. Rail freight corridors have on the other hand delivered to territories.

Mr Santiago MILÁ

When modal integration is made possible, access to a multimodal international corridor is a tremendous opportunity for logistics and transport infrastructures (ports, other multimodal platforms for freight and passengers, large industrial areas) - the potential of the Port of Barcelona is being unleashed by the new interoperable railway connection between France and Spain.

He complemented the presentation highlighting the space distribution and its trend over time of global trade, and describing the effects on the economy of the Region and the pivotal role that a logistic platform such as the Port of BCN can have when provided with access to a long range TEN-T Corridor – and its long-range projections, considering then need to squeeze the increasing costs of logistics (that exceed, in many sectors, the labour cost)...

Mr Dirk BEKERS

Mr Dirk Peters, TEN-T EA Director, highlighted the role of the agency in the Direct Management of the TEN-T budget line, and how this has delivered in terms of project submission and implementation, as well as the possibility in pursuing a large number of projects to be timely implemented. Key factors are decreasing bureaucracy, and providing guidance to the member states, notably for the newcomers – IT tools have contributed to diffuse and exchange information. Remarkably, the process showed a positive trend thanks to the progressive development of project pipelines and know-how.

Outcome from the public and moderator

The Vice-President of the Region Provence-Alpes-Côte d'Azur confirmed the importance of ports such as the one of Barcelona for all neighbouring regions.

The moderator highlighted the potential that these transnational corridors have for the regions involved, as well as the crucial issue of proper and proactive communication in order to gather the needed support at local level.

Main outcome of the Workshop

Cross-border, long distance corridors can actually lead to widespread territorial development and cohesion, creating macro-European regions with a higher potential.

But in order to achieve these results interoperability, joint management and integration of regional and wide networks have to be sought.

To achieve both the implementation and the successful operation of these corridors, governance is a crucial issue, both in terms of project management and modal integration.

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Workshop 8

Current and Future EU Support for PPP's: Case studies in the TEN-T

The workshop was moderated by Mr Carlo Secchi,
European TEN-T Coordinator

Speakers

Ms Ines Ayala SENDER
Member of the Parliament, Friends of TEN-T

Mr Nick JENNETT
Director New Products and Special Transactions, European Investment Bank

Ms Anna PANAGOPOULOU
Head of Unit Technical and Financial Engineering, Geographical Information Systems and Monitoring, TEN-T Executive Agency

Case Studies:

Mr Ville RIIHINEN
Analyst, Inspira Oy; Kokkola-Ylivieska double track Public-Private Partnership(PPP) project

Mr Leon VAN DER MEIJ
Senior Policy Advisor, Ministry of Infrastructure and the Environment, the Netherlands;

Sea Entrance IJMOND
PPP to improve maritime access to the TEN-T network at Amsterdam

Mr Romain VERZIER
Head of Structured Finance, Vinci; Tours-Bordeaux

Objectives of the workshop

The overall objective of this workshop was to provide participants with:

- evidence of the success of the existing EU level of support for Public-Private Partnerships (PPPs);
- evidence of the need for further support; and
- knowledge of the base from which the future support for PPPs has been developed

The discussions outlined the development of the TEN-T programme support for PPPs which is leading to the creation of an EU level project pipeline of PPPs, able to exploit an increasing array of financial instruments to facilitate PPP procurement. The discussions were complemented by case studies, representing individual responses to the challenges involved in utilising PPP procurement. The case studies presented the difficulties and successes of the use of PPPs, highlighting the evolution of support for PPPs and its impact on specific projects.

Position of the speakers

Nick Jennett

The EIB has a wide and flexible portfolio of financing instruments to support infrastructure projects. In addition to standard bank loans, the EIB can offer project finance loans with direct project risk, equity finance through participation in infrastructure funds such as the Marguerite Fund, and the Loan Guarantee Instrument for TEN-T⁴ (LGTT) which provides contingent mezzanine debt to protect senior debt in a project exposed to traffic risk, acting as traffic risk mitigation during the early operating phase of a project. The LGTT has been used in 6 projects, including €200 million for the SEA LGV – Tours-Bordeaux.

Significantly reduced availability of long term funding for infrastructure assets has occurred due to 1) the disappearance of monoline-wrapped project bond issues as a result of the financial crisis; 2) strict new requirements under Basel 2 and 3 that will put pressure on banks' balance sheets especially in the event of long term loans; and 3) constrained public budgets. And yet, some €1000 billion of investment are estimated to be needed just to fulfil the priority targets of the Europe 2020 objectives for transport, energy and ICT.

The project bond initiative is one of the Commission's key proposals to respond to the pressure on public sector finances. It combines both greater efficiency in the use of existing sources of EU funds and is designed to open up new sources of funds in the capital markets. The capital markets are the natural funders of large infrastructure projects because institutional investors such as insurance companies need long term assets that generate stable but attractive returns. The project bond initiative builds on the success of the LGTT, offering credit enhancement in a wider set of circumstances and covering a wider set of risks in order for the project company to access these long term investors. In order to be meaningful and successful, project bonds must gather a varied set of conditions, including well-structured projects that meet the needs of institutional investors for strongly rated long term assets. The proposed pilot phase of the project bond initiative is a response to the lessons learned during the current budget cycle and will be used to refine the design, build market profile and integrate the instrument into the proposed Connecting Europe Facility (CEF).

Anna Panagopoulou

The pressure to mobilise the increased participation of the private sector in the financing of the TEN-T comes from the realisation that the funding gap can only be addressed through a more efficient use of existing sources of funds and/or tapping new sources of funds, in a context of constrained public budgets. In this regard, the CEF paves the way for the future by utilising EU funds efficiently in order to attract the private sector financing of TEN-T projects.

Strengthened cooperation between the Commission, including the TEN-T Executive Agency, and the EIB is resulting in a Public-Private Partnership (PPP) coordination framework that can maximise the EU level support available to improve the overall quality of project preparation in the TEN-T. This in turn will lead to a pipeline of projects that are suitable for PPP procurement and able to exploit a wide variety of tailored financial instruments.

⁴ A specialized instrument jointly developed and funded by the EIB and EC to provide contingent mezzanine debt which acts to protect senior debt in projects exposed to traffic risk.

In addition to improving the financing package, the involvement of the private sector can also bring improvements to the project procurement package through improved preparation, design and attention to deadlines.

Current TEN-T Programme support for PPPs employs a holistic approach, contributing to the funding of the European PPP Expertise Centre (EPEC) to build institutional capacity in the Member States at the same time as providing funding for specialised instruments such as the LGTT and, importantly, funding for feasibility, technical, and financial studies to advance a PPP procurement. In this regard, the TEN-T Programme Annual calls for proposals would continue to provide funding support for specific studies to accelerate the maturity of PPPs in recognition of the extra commitment of time and resources on the part of the procuring authority to properly prepare a project for PPP procurement.

Ville Riihinen

Developing a project pipeline that will consistently attract the private sector requires a significant commitment to project preparation. To properly undertake project assessment and selection requires significant funding and other resources from the procurer and most of all, it requires time. EU funding was granted to support the decision-making during negotiations in the tender phase of the procurement. The Kokkola-Ylivieska double track rail project procurement as a public-private partnership was ultimately not successful due to insufficient resources being dedicated to the project preparation phase. However, the experience has provided much valuable information on aspects that should be emphasised in future in the implementation of large scale projects. These early stage planning issues include risk management of project objectives, market capacity, and project structure, including choice of PPP model.

Leon Van der Meij

The case study to improve maritime access to the TEN-T network at Amsterdam endorsed the EU support for PPPs. In this case, TEN-T funding is being used for a proof of concept study that will move the project closer to implementation as a PPP. The Design-Build-Finance-Maintain (DBFM) contract being considered for this project does not have a precedent since it is one of the first PPPs for wet infrastructure in the Netherlands. As such, extra attention is being given to the risk sharing and technical innovation studies. The outcomes of the studies supported by EU funds will contribute to a reduction in project risks and therefore facilitate political decision-making necessary in order to start the tender procedure.

Romain Verzier

In the case study of the high speed line between Tours-Bordeaux, the use of EU funds was crucial in pulling together the complex financing of a €7.8 billion investment underpinning a 50 year concession contract. The exposure to rail traffic risk was unusual for many of the financial institutions involved in the financing and hence the need for the additional credit enhancement provided through the use of the LGTT. The Tours-Bordeaux project demonstrates creative use of private and public funding in order to get a solid financing package put together for complex but essential infrastructure. The extended time between selection of the preferred bidder and financial close due to the tailor-made financial package must be taken into consideration when contemplating such large and financially complex projects.

Inès Ayala Sender

The current crisis is also an opportunity, by obliging us to become more creative in financing TEN-T projects. The concept of an EU level infrastructure fund is similar to the approach taken by Spain in recognition of the importance of transport infrastructure to support economic growth and should be endorsed. The benefits of central management, demonstrated in the outcome of the mid-term review which has enabled a 'use it or lose it' implementation of the TEN-T Programme reinforce the strong discipline that can be achieved via the CEF proposal. While recognising that PPPs are hard work, the project bond initiative has the potential to be an important part of the funding gap solution and to show that the EU can work effectively with the private sector.

Main outcome of the workshop

The smart funding philosophy upon which the CEF is based has two objectives – to use existing resources more efficiently and at the same time attracting additional sources of funds, specifically the private sector. The proposed structure of the CEF, as an infrastructure fund potentially deployed through centralised management, brings a discipline to the provision of EU funding necessary to create an effective working partnership with the private sector. The current TEN-T Programme offers direct and indirect support for public-private partnerships, including institutional capacity building, specific financial instruments such as LGTT and, perhaps most importantly, grant funding for PPP project preparation. Together with the EIB, DG MOVE and other Commission services, the TEN-T Executive Agency is part of a PPP coordination framework that is working towards the development of a PPP project pipeline, consisting of well-prepared projects able to exploit an array of innovative financial instruments, notably EU project bonds in order to harness the potential of the private sector to contribute to the implementation of the TEN-T. It was noted that the full potential of the private sector was not restricted to the financial package of a PPP project, but extended also to design and delivery benefits. Recognition of the difficulties inherent in executing complex, large scale transport infrastructure projects as PPPs is evident in the support provided through the TEN-T Programme Annual calls for proposals for studies to support PPP project preparation.

The Commission Proposal for a pilot phase of the Europe 2020 Project Bond Initiative will allow project sponsors, investors and bank investment dealers to test the project bond concept during the remaining period of the current multi-annual financial framework 2007-2013. It will give time to build a consistent project pipeline before the launch of project bonds on a wider scale together with the Connecting Europe Facility.

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Roundtable 3

The new TEN-T Guidelines and the core network – Dialogue with stakeholders

The Round Table was moderated by **Jean-Eric Paquet**,
Director for the European Mobility Network, European Commission

Panel Members

Mr Pat COX
Moderator of Workshop 1

Mr Luis VALENTE DE OLIVEIRA
Moderator of Workshop 2

Mr Helmut MORSI
Moderator of Workshop 4

Ms Karla Maria Henriette PEIJS
Moderator of Workshop 5

Mr Carlo SECCHI
Moderator of Workshop 8

Questions and Statements

TOPIC 1 - Implementing the new TEN-T policy: The role of non-State actors

Mr Marc Descheemaeker – Société Nationale des Chemins de fer Belges (SNCB)

SNCB strongly welcomes the TEN-T policy. The multimodal corridors will help the openness of the market. The focus of the core network will help small operators such as those from Belgium to gain market shares in Europe. The multimodal corridors will help the rail sector to enhance its competitiveness in comparison with less sustainable actors.

Ms Isabelle Ryckbost - European Federation of Inland Ports (EFIP), Brussels

EFIP fully supports the TEN-T proposals. Some key points have been underlined as the most important one for the Federation. Firstly, the thresholds and criteria put forward by the Commission for the inclusion of inland ports in both the comprehensive and core network are considered to be fair and balanced. EFIP supports furthermore the multimodal approach when designing the network and the implementation through multimodal corridors, as a tool to integrate inland waterway transport and inland ports in the multimodal transport chain. Lastly,

EFIP agrees with the Commission's choice of a Regulation as legal instrument and highlights the importance of Member States' engagement in policy implementation.

Mr Roberto Ferrazza - Ministry of Infrastructure and Transport of Italy

Mr Ferrazza mentions two issues which have not yet been brought forward in the TEN-T implementation discussion. Firstly, the Member States are sometimes required to validate project proposals in very short timeframes which may put them into a difficult situation. Secondly, the role of Member States vis-à-vis the beneficiaries should be clarified.

TOPIC 2 - Core network completion by 2030: Challenges and commitments

Mr Mårten Edberg - The Västbotten Region, Sweden

Mr. Edberg welcomes the open dialogue that led to the Commission proposals which reflects the importance of railway infrastructure capacity for freight transport from northern Scandinavia, the role of multilevel governance in the planning of infrastructure development, connecting local and regional priorities with the national planning and TEN-T funding and the importance of EU transnational projects in identifying bottlenecks, facts, development of knowledge and stakeholders collaboration in the preparation of TEN-T funded projects along the corridors. Region of Västbotten is lead partner of several projects, such as the Bothnian Green Logistic Corridor (Interreg IVB-Baltic Sea Region Programme).

Mr Patrick Verhoeven – European Sea Ports Organisation, Brussels

ESPO shares the Commission's view that the core network should be developed as a European priority by 2030. ESPO especially appreciates the requirement that seaports should have adequate hinterland connections by then. ESPO principally supports the concept of multi-modal corridors as a tool to implement the TEN-T core network. ESPO also welcomes the fact that these corridors should include seaports and their accesses. ESPO points out however that many questions arise about the design and timeframes of the TEN-T corridors that are listed in the annex to the proposal for Regulation on the 'Connecting Europe Facility'. ESPO supports the use of European coordinators, corridor platforms and corridor development plans to ensure timely and coordinated achievement of the corridors and strongly recommends that port authorities concerned are actively involved.

Mr Stephan Schmidt - Deutschen Zentrum für Luft- und Raumfahrt (DLR), Brussels office

Mr. Schmidt highlights a number of areas where further research efforts are required in relation to transport infrastructure. On the subject of interoperability and safety, Mr. Schmidt points to the need for proof of operational interoperability, in addition to technical interoperability, for more research on regional and long distance mixed traffic which comes together in big hubs and for common technical standards for the safeguarding of functionalities. He furthermore supports the TEN-T idea of connecting regions, including the connection of airports with rail transport, which may require specialized infrastructure and trains. He points also to the need for further development of SESAR and for long term air traffic management research.

Mr Bernard Soulage – Conseil Regional Rhone-Alpes

Bernard Soulage expresses his strong support of the Commission's TEN-T proposals. He agrees with the strong focus in the selection of projects required to ensure high added value and with the TEN-T governance approach. He considers it fundamental to take a pan-European perspective TEN-T rather than to focus on each Member State. Finally, he recalled the importance of the Cohesion policy involvement in terms of funds and of regional policies. As far as he is concerned, regional policy will be a key topic during the implementation of the TEN-T proposal and the involvement of regional and local authorities is fundamental to achieve positive results.

Ms Theresia Hacksteiner – European Barge Union (EBU), Brussels

EBU welcomes the Commission's TEN-T proposals as they strengthen a number of important points. Firstly, the completion of the core network by 2030 will require strong cooperation with and commitment from the Member States. Furthermore, the multimodal approach needs to guarantee a good balance between the various modes operating in the corridors. This balance should be based upon cost-efficiency and sustainability criteria and multi modal assessments. Moreover, the principle of equal treatment of modes in terms of financing and support should be guaranteed. The funding mechanism should guarantee support to the most beneficial and efficient modes for society in ecological and economic terms. Finally, non-state actors must be given a supervision and steering role in the implementation and design of the multimodal network, guaranteeing a well balanced approach based upon the defined principles.

TOPIC 3 – Core network corridors: Gains and new fields of activity for stakeholders

Ms Françoise Guaspere - Conference of the Paris Basin Regions

The Conference of the Paris Basin Regions welcomes the creation of a multilevel governance through the corridor platforms, which should gather all the competent authorities concerned. The extension of the missions of the European coordinators and the involvement of stakeholders in an efficient development of the corridor is also supported, as well as the creation of 10 corridors to facilitate the development of the core network. The Conference of the Paris Basin Regions nevertheless considers that European corridors should not be conceived as simply linking major European hubs but must be led by an economic logic linking key maritime ports of the core network together with manufacturing and consumption areas.

Mr Horst Sauer - The Joint Spatial Planning Department Berlin Brandenburg

The German Capital region of Berlin-Brandenburg supports the methodology that led to the Commission's TEN-T proposal including the dual layer approach leading to a consistent core network. Being partner in three INTERREG projects addressing North-South relations in Central Europe basically connecting Scandinavia and Adriatic Sea – SoNorA, Tranistects and Scandria – German Capital region of Berlin-Brandenburg supported the process by various actions, conferences, constructive position papers including hands on concrete examples.

TOPIC 4 – Financing the TEN-T: Non-State actors' ideas and potentials

Mr Detlef Golletz - Institute for Sustainability – London

Mr Golletz considers that EU funding has enabled a large number of private sector businesses and public sector agencies as “users” of the TEN-T corridors to come together on a neutral platform to discuss the better use of infrastructure. He considers that this should be further encouraged by TEN-T, through stronger links to the various Interreg programs. Mr. Golletz furthermore points out that practical knowledge on day-to-day transport and logistics should be more often shared across the EU Territory in order to utilise the capacity of the corridors to the full. The TEN-T program could instigate a comprehensive revision of logistics operations using the corridors and instigate capacity sharing. He finally argues that the capacity of the secondary network that feeds into the TEN-T corridors needs to be developed too.

Ms Nina Renshaw - Transport & Environment, Brussels

Ms Renshaw considers that project proposals should be subject to more stringent environmental assessment, including in particular a ‘climate rating’. This will ensure that TEN-T policy is coherent with the greenhouse gas reduction targets of the EU Transport White Paper 2011, and makes a demonstrable contribution to those policy objectives. She suggests that variation of co-funding rates could also be based on the climate rating of the project as an incentive for emissions-reducing or low-emissions projects to be proposed, and/or projects to be improved, e.g. via pricing systems, intermodal connections, public transport connections, etc. Project proposals should also be assessed and compared on that basis, where the climate rating should include life-cycle impacts of construction, operation and maintenance.

Mr Jonathan Millins - East England, Brussels office

Mr. Millins expresses his concerns regarding the mandatory nature of the technical standards on the core and on the comprehensive network, the relatively tight deadlines in which to complete the network and the associated financial implications. He argues for extended deadlines or for weakening technical standards, pointing to the 20-35 year planning horizon of local and regional authorities and also pointing out that the TEN-T priorities may affect other TEN-T investments in regions. He however agrees to improve road, rail and port standards but considers that this should be done in an economically beneficial way following a cost-benefit analysis. He also argues for diverting some Connecting Europe Facility funding to the Comprehensive Network.

Mr Frédéric Soudain - Logos & C3 Consensus, Brussels

Logos and C3 Consensus presents an innovative decision-aid tool for perception analysis, which allows detecting resistance of social acceptance, objectivising dialogues and validating solutions accepted by all stakeholders. Its transparent process and traceable results create a climate of confidence, allowing for the building of a mutually beneficial vision among interested parties and producing favourable conditions for the stimulation of TEN-T financing.

TEN-T Days 2011:

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ANTWERP 29-30 NOVEMBER 2011

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Seventh Annual Meeting of Ministers on the

Development of the SEETO Comprehensive Network

Objectives of the meeting

The Annual Meeting of SEETO Ministers is the occasion to take stock of the progress made during the last 12 months on the development of the SEETO networks and of its related transport policy. It involves the Ministers of the Western Balkans, partners' members of SEETO as well as the Commission.

The Ministerial Meeting is taking place on a regular basis and this year, it has been decided to hold it in the framework of the "TEN-T days" to show the importance that the Commission attaches to a coordinated development of networks and policies between the EU and the SEETO members.

Position of the speakers

The Ministerial meeting was opened by Vice-President Kallas and underlined the need to extend the common transport policy to the Western Balkans (WB) as an important part of the enlargement process. Transport plays a key role in European integration, as it underpins one of the most important freedoms – freedom of movement for passengers and good. And both EU and WB need efficient transport to ensure that this freedom is guaranteed.

The latest proposal on TEN-T guidelines published by the European Commission, for the first time ever included as tentative, the networks of the WB. In this way, the Commission wants to show clearly our intention to connect our network with the neighbours' networks to bring them closer both in economic and political terms. The Commission also wants to show all stakeholders, that this regional network complements and completes the EU one. Moreover, we recognized the importance of the EU immediate neighbours networks for the proper functioning of the EU transport system. This is true in particular in the case of WB which constitutes a natural connecting area between our members in Central Europe and Southern and Eastern Balkans. Thanks to the good cooperation between the Western Balkan countries and the EU, a network covering all the parties and matching in terms of the TEN-T connections has been developed. However, VP Kallas warned that we should not only aim at connecting lines on the maps. This is just the first step. There are much greater challenges ahead of us. Not only should we work on infrastructure development, but we have to bring the transport systems of Western Balkans closer to EU standards. In other words, the

implementation of the transport-related EU acquis is indispensable for the future inclusion of the WB network in the TEN-T.

VP Kallas also recalled that the setting up of a transparent regulatory but also fiscal framework is a key issue to attract investors to an area that requires a significant amount of funds to cope with decades of under-investments in the sector and with the challenges of providing a modern, reliable, safe and environmentally friendly transport system. Finally, he also reminded us of the need to overcome current political difficulties and to allow the Treaty establishing the Transport Community to come into force as soon as possible.

Following a detailed presentation of the challenges linked with the implementation of the new guidelines made by J-E Paquet⁵, all representatives of the WB partners took the floor and mainly described the progress achieved so far in the development of their own networks, as well as the need to reform their transport systems. The representative from the Former Yugoslav Republic of Macedonia supported the statement made by VP Kallas on the urgency to find a solution for the implementation of the Community Transport Treaty.

The representative from Serbia underlined the need to shift from a modal vision of transport to a more multimodal one and informed the participants on Serbia's programme regarding this issue.

The last two statements were made by the SEETO SC chairlady that recalled the achievements of the year 2011 and by the representative of the Regional Cooperation Council (RCC) that plead for a strengthened cooperation at the level of the region in the field of transport.

Main outcome

Mrs Jager, made the conclusive remarks. She recalled the significant achievements made during the year 2011 in terms of the development of the SEETO network and related policies and in particular for the new dimension given to SEETO comprehensive network which is now proposed to be included (as indicative) of the revised TEN-T network. In this context, she thanked the participants for their precious support to that process. She, however, reminded the WB that this is a first step and that the route is still long before the full integration of the WB into the TEN-T. Beyond the maps, the next steps are to ensure that the transport system of the area could be upgraded to meet the needs of the XXIst century. In this context, the setting up of the Community Transport Treaty remains high in the Commission's agenda.

She finally thanked the WB partners for having endorsed at the occasion of the Steering Committee that took place the day before, the use of TEN-TEC as the standard planning tool for SEETO. She expects that this choice will be confirmed by all Ministers concerned before the end of the year.

⁵ Sandro Santamato also made a short presentation of the White Paper and its related challenges for the Western Balkans area.

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Closed Inter institutional session

As in the previous years, the inter-institutional session was attended by Member States at ministerial or high official level, and the president and coordinators of the transport committee of the European Parliament. This year, the Committee of the Regions and the European Economic and Social Committee were also represented by their respective rapporteurs on the Commission's proposal for the TEN-T guidelines.

Vice-President Siim Kallas chaired the meeting. The floor was given alternatively to the representatives of the European Parliament, of the Member States, of the Committee of the Regions and the European Economic and Social Committee. The European Parliament was represented by the chairman and the coordinators of the Committee on Transport and Tourism of the European Parliament, Brian Simpson, Mathieu Grosch, Saïd El Khadraoui, Gesine Meissner, Roberts Zile, Michael Cramer. On the side of the Member States, the current and the incoming presidency, Poland and Denmark, intervened as well as Belgium, Sweden, Germany, Estonia, Spain, Italy and the Netherlands. Croatia, as future EU Member State also took the floor. Bernard Soulage, rapporteur for the Committee of the Regions and Stefan Back, rapporteur for the European Economic and Social Committee gave their statements followed by some conclusive remarks by the TEN-T coordinator Laurens-Jan Brinkhorst.

The session was a useful occasion to exchange points of view while the legislative procedure on the proposal is starting. Generally, the importance of transport infrastructure for the development of the EU internal market and economy was underlined. The Commission's proposal was therefore in principle welcomed, in particular the dual layer approach and the focus on interoperability, bottlenecks and missing links. Main points of the discussion were in addition the question of the standards to achieve interoperability, the deadlines of 2030 and 2050, the form of the legal act and the implementation tools like corridors and coordinators.

The European Economic and Social Committee and the Committee of the Regions plan to adopt their opinions on the Commission's proposal in February and March 2012 respectively. The Council has already started works; the European Parliament will begin the first reading when the rapporteur(s) is/are designated.

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References:

Further documents, i.e. presentations, participants lists can be found at the following addresses:

- <http://www.ten-t-days-2011-antwerp.eu/>
- http://ec.europa.eu/transport/infrastructure/index_en.htm