

TEN-T as a potential backbone for development in Europe

6. Strategy for Europe 2020 highlights the need for firm action to remove existing barriers to the development of transport infrastructure, which may be one of the factors inhibiting economic growth both at Community level and at the level of individual EU countries. The efficiency of the TEN-T is one of the key conditions for the implementation of such objectives as: the smooth functioning of the single EU market, EU competitiveness on a global scale, as well as economic, social and territorial cohesion of the EU. These key objectives of the Community but can not be achieved without the completion of all relevant elements of the TEN-T. These goals should therefore be The most important prerequisites in the planning target of the TEN-T.

7. Implementation of the policy of the TEN-T gives rise to significant territorial effects. The large diversity of the EU's space makes it in the implementation of TEN-T policy is impossible to apply the same solutions (planning and implementation tools) for the entire EU area. Policy on the TEN-T must therefore take into account the specificities of the different areas, in accordance with the principle of the territorial approach (place-based approach).

8. TEN-T success depends on creating a coherent mechanism for enabling accurate identification, strategic deployment and consistent funding for transport projects with European added value, such a mechanism must be equipped with an effective monitoring system that makes possible an evaluation of the progress of the policy objectives of the TEN-T as also the progress achieved by the objectives of individual projects. Such a mechanism of financing of TEN-T would be sufficiently flexible to take into account the specificities diversified needs of different areas (macro-regions, countries) of the EU.

TEN-T and the challenges for the regions of new EU member states

9. With the accession to the EU new member states gained the chance to compensate for multi backlog in transport infrastructure. On the other hand, their accession to the EU significantly affected the increase in traffic, reflecting negatively on the natural environment and also on transport safety. Despite the many development projects already completed, the gap in the quantitative and qualitative development of transport infrastructure in the EU is still large. Important role in solving this problem plays a Cohesion Fund, which the new EU member states is the main source of funding for a modern transport infrastructure.

10. The EU's TEN-T should be implemented taking into account the differences in the level of transport infrastructure development. The priority of this policy should be the development of transport infrastructure in less developed countries and regions. EU enlargement to the east and the south still remains the "not consumed" problem for the TEN-T. The solution to this problem lies in ensuring a more geographically balanced access to the TEN-T while maintaining the principle that the density of the TEN-T should correspond approximately to population density and the connections along meridians and równoleśnikowym should be in balance. In addition, the major challenge is the removal of several bottlenecks in the EU's external borders, which in many cases are located in the new EU member states.

11. Financing of transport projects with EU funds must be available for the whole TEN-T. To achieve consistency and efficiency of the TEN-T is necessary to ensure adequate funding in the EU budget in the new financial perspective. It is also necessary to ensure the urgent completion of the previously agreed so-called priority projects.

II. Position of the Polish regions to the problems posed in the Commission working document

1. The principles and criteria for the planning of the base network (core network)

- In planning of the core network TEN-T should bear in mind the rapidly changing spatial structure of flows within the EU, as well as in its external relations, the first phenomenon is very important and is mainly due to EU enlargement - insufficient consideration of that factor could lead to a widening gap within the EU transport, and thus - to deepen the distortion of the single market and the weakening global competitive position of the EU as a whole;

- Network base should ensure full access of each EU country to a common market. It should also be a densely linked with the comprehensive network, so that in all regions of the EU to harmonize the level (time) of access to the core network;

- The core network must skilfully balance the needs on the one hand due to a high and dynamic transport demand reported in the core areas of the EU economy, on the other hand - the need for significant improvement in the availability of transport in remote areas; large differences of the transportation network in terms of features, capacity and transport work in the old and the new EU countries should encourage the use of specific territorial criteria for determining the core network

- Core Network should focus on strengthening the connections between old and new EU member states, as well as on improving ties between the EU and third countries; it should be developed in such a way to provide a distinct change in level of access to the most remote regions of the EU Transport, and especially those that are lower than the EU average level of economic development;

- The proposed "rules" and "criteria" for determining the underlying networks raise concerns due to the unclear relationship between them, must be assumed that the "principle" is a generic term defining the value that should be universally respected. The "criterion" is a reference point against which are compared and evaluated various solutions. At the same time "criteria" should derive unambiguously from the "rules":

- By designation of the underlying network factors should be taken into account that have not yet been sufficiently taken into account ; include here:

1) availability (ie the extent to which examined connection reduces the level of remoteness of the territory),

2) the impact on regional development (ie the extent to which the analyzed connection has the effect on the dynamics of socio-economic development of regions through which passes, including a better use of endogenous potentials for the whole Community),

3) relationship with the countries-neighbours of the EU (ie the extent to which the examined connection contributes to increasing the capacity of transport network links between the EU and the neighbouring country);

- Criteria for determining the cities being the nodes of the core network must be defined in such a way as to take into account the potential and dynamics of urban development, including the metropolitan areas, in Central Europe;
- The linear component of the core network (roadways, railways) should be directly related to the point infrastructure TEN-T (ports and airports).