



## ***Public consultation on the Future Trans-European Transport Network***

### ***Position paper by the Veneto Region***

Venice, 13 September 2010

In the framework of the revision process of the TEN-T methodology, Veneto Region first of all welcomes the dual layer approach of the European Commission based on the concepts of “core network” and “comprehensive network”.

With reference to the core network development Veneto Region strongly supports the initiative carried out by the Regions of the Baltic-Adriatic Axis. Consequently, Veneto Region agrees with the position expressed jointly with the other Regions of the Baltic Adriatic Axis in the common position paper whose excerpt is reported in the following lines (in italics)

*“In 2009, 14 European Regions from Baltic Sea to North Adriatic launched a bottom-up cooperation initiative in the field of transport infrastructure. They jointly prepared a Common Declaration, based on the Ministerial Letter of Intent signed on 12th December 2006 by Poland, Czech Republic, Slovakia, Austria and Italy, and presented it to national and European Institutions on the 6th of October 2009. Then, other Regions joined the Initiative and further actions have been realized, including surveys and studies so as to facilitate the realization of the railway Axis from Baltic Sea to Northern Adriatic as an extension of PP23 Axis.*

*Indeed, all the Regions along the Axis – directly representing around 40 million EU citizens – are persuaded that the implementation of this project will allow EU Members States and their economic operators to choose shortest routes to or from the southern seas and their main continental traffic lines, efficiently connecting Europe to its partners from the Mediterranean, Africa and the Far East, on the one side, Baltic and North Seas, on the other. This will allow considerable savings in transit time and energy, as well as a tangible reduction in CO2 emissions in line with Europe2020 and transport decarbonization objectives.*

*Then, they consider the railway line from Gdansk/Gdynia - Warszawa - Katowice – Ostrava – Prerov (Otrokovice) – Brno/Bratislava – Wien – Graz – Klagenfurt – Udine – Trieste/Venezia – Bologna/Ravenna has an essential component of the future core network.*

Segreteria Regionale alle Infrastrutture e Mobilità

**Unità Complessa Logistica**

Calle Priuli – Cannaregio, 99 – 30121 VENEZIA – Tel. 041/2792105 – Fax 041/2792022

e-mail: [logistica@regione.veneto.it](mailto:logistica@regione.veneto.it)



*BAA represents the missing chain of one of the main EU integrated transport systems, formed by the Motorways of the Sea (MoS) of Baltic and North Sea, on the one side, and of the Adriatic Sea towards the Mediterranean, Suez, Africa and Asia.*

[Omissis]

*...the 14 Regions of the Baltic Adriatic Axis on behalf of their communities of more than 40 million citizens strongly consider that a TEN-T core network designed without the BAA would be weakened and incomplete, and thus support the vision of a TEN-T core network including the Baltic Adriatic Corridor as an essential component, strengthening the competitiveness and equilibrated development of the EU."*

Moreover Veneto Region appreciates the importance paid by the EU commission to the connections to major ports. VR underlines the relevance of Venice Port and in general of the node of Venice characterized by its known peculiarities, by recent important development in the transport system, characterized among other things by the presence of its major airport system (3<sup>rd</sup> in Italy).

The Central Area of Veneto Region, with its polycentric network of cities and urban sprawl and economic structure characterized by diffused small medium enterprises, is an example of how relevant and necessity of smooth connection between different means of transports at different scales.

Veneto Region also appreciates the importance paid to Inland waterways development by EU policies. On this behalf Veneto Region is involved in the promotion of the main Italian Inland waterway which, by means of the integration between major (Venice Port) and local nodes (Chioggia, Rovigo) is facing an interesting development. The relevance of this waterways goes beyond the regional dimension providing a connection from the Adriatic Sea to Mantua, Cremona and to the Lombardy industrial area.

The need of intermodality and of green transport is therefore fostered by Veneto Region and in compliance, for instance, with activities carried out by the Region in EU cooperation projects as Transitecs and Watermode.

Veneto Region also underlines the importance of the other main axis which cross its territory and which has already gained the role of priority project.

In particular we wish to mention the Priority Project 1, which intersects the High Speed Railway PP6 in correspondence of the outstanding intermodal node of Verona in the Venetian territory. To this extent Veneto Region wishes to confirm the priority of the Brenner Base Tunnel realisation and of the whole southern access segment. PP6 affects in east-west direction the regional territory, providing also an intersection with the PP23 extension and touching the intermodal node of Padua and Venice. The need of a multimodal network is underlined taking into account also the road infrastructures (developed in the framework of Corridor 5) including Motorway A4, recently improved with the realization of Venice-Mestre bypass and with the upcoming addition

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of the 3<sup>rd</sup> lane in the stretch eastward from Venice. This is going to be integrated by the realization of an expressway of about 100 km called Superstrada Pedemontana Veneta (SPV). SPV is an example of a key involvement of private capitals with the adoption of the project financing schema in a infrastructure realization of large territorial extension through Vicenza and Treviso provinces, providing a connection to Friuli Venezia Giulia and consequently Austria without affecting the A4 axis, thus contributing to prevent it from further congestion

The integration of the nodes of the road transport southward along the Adriatic coast is represented by the E45/E55 project Mestre-Orte, an awarded national priority which enables the connection to both Civitavecchia and Southern Adriatic ports.

Veneto Region appreciates the approach adopted by EU-Commission aiming at the development a functionally integrated network. The adoption of this viewpoint which goes beyond the single corridor approach is, among other things, in line with initiatives carried out by the Veneto Region as the SoNorA project. The Sonora project is a EU funded cooperation project lead by Veneto Region which is committed to the promotion of an intermodal network between the Adriatic and Baltic seas. Veneto Region as lead partner of the SoNorA project, will also present a joint position paper about TEN-T revision process, developed inside the partnership of the Sonora Project.

The need of a large scale planning activity taking into account environmental aspects, the promotion of social development and making use of advanced ICT technologies, is fostered by Veneto Region as it's testified by its role as lead partner of the AlpCheck2 project.

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