



No.: 545-2/2010/113-0009371

Date: 24 August 2010

MOVE-TEN-T-Policy-Revision@ec.europa.eu

Re.: **Contribution of the Republic of Slovenia to the Commission Working Document concerning the consultation on the future trans-European Transport Network Policy**

First of all, we would like to remind you that in April 2009, Slovenia already adopted a detailed position on the "future TEN-T policy" and has not changed it so far.

As regards the Working Document concerning the consultation on the future trans-European Transport Network Policy of 4 May 2010, we would first like to express our compliments to the Commission for having elaborated a very good document which, in principle, Slovenia can support. However, we would like to stress certain points which we consider significant for the future TEN-T policy of the European Union.

Development of the future TEN-T policy must before all enable the strengthening of the EU internal market, both in terms of priority connections within the EU, and with strategic partners outside the EU. In this context, we have to make sure not to neglect the EU cohesion policy. We must be aware that development gap among certain EU Member States is still present. As regards transport, the infrastructural inter-connectivity is still insufficient, particularly in the field of railways.

In this context, it has to be noted that beside the existing trade flows, the future trade flows and their related corridors also have to be taken into account. Failing to do so, the extremely loaded transport lines in the Europe will be even more loaded in future, causing additional traffic congestions and bottlenecks. On the other hand, we should not create any parallel competitive corridors and so dispersing the rather limited financial resources for the implementation of the TEN-T network.

The inclusion of the Adriatic Sea and the Adriatic region into the European network and transport flows with our only harbour Koper is of great importance for Slovenia. The North Adriatic ports have a huge potential

for the future of transport in Europe, as they represent the shortest connection - especially for goods arriving from Asia. In order to use this potential, these ports need the appropriate background/inland connections, which have to be taken into account in planning the future TEN-T network.

We also support the connectivity of the EU with third countries, especially those which expressed readiness to approach the EU. These are primarily the Western Balkans countries, with which the Commission is currently negotiating the conclusion of the Transport Community Treaty. An important part of the proposed Treaty is the inclusion of the Western Balkans transport core network into the EU transport network. In this framework, it is of particular importance for the Western Balkans countries and their connectivity with the EU Member States to give adequate priority to the X pan European corridor.

The continuity and the stability of the European transport network have to be established, as the industrial sector pointed out last year during the Green paper consultation. We believe that this can be achieved only by preserving and upgrading the existing priority projects in the existing routes.

In implementing the EU transport network, Slovenia supports the possibility of cross-financing the transport infrastructure. This year, Slovenia adopted a special law in this direction on financing the public railway infrastructure. Of course, the European funds play a significant role in building and modernising the transport infrastructure, and have to be increased. Slovenia also supports the promotion of the public-private partnerships and other innovative future forms of financing to speed up the finalisation of constructing the EU TEN-T network. Another important item, in our view, is the internalisation of external costs in all transport modes, and the earmarked use of thus collected funds for financing the transport.

However, Slovenia cannot accept the concept of the “mobilising EU financial instruments” for transport infrastructure, which goes towards the pooling of cohesion and structural funds, TEN’s, and national funding. These financial resources are intended for the aims of different policies, and thus cannot and should not be pooled if we do not wish to jeopardise the implementation of these aims.