

European Commission
DG Move

Date August 19, 2010

International Division

**Response from the Danish Government
to the Commission Working Document:**

**Consultation on the Future Trans-European Transport Network
Policy (COM (2010) 212)**

The Danish Government considers the development of the trans-European transport networks (TEN-T) to be a very important element in the contribution from the transport sector to the general economic development within the European Union and in particular to the realization of the Internal Market. The networks also play an important role in responding to environmental and climate change challenges and have further potential in this regard.

Since the mid nineties the concept of trans-European transport networks has provided an essential contribution to the realisation of major infrastructure projects across the European Union. A successful example of this is the Fixed Link across Oresund, which was opened in 2000 and now is a decisive element in the integration of the Copenhagen-Malmo region across Oresund.

Priority project no. 20 (railway corridor between Oresund and Hamburg – (Hannover) including a fixed road and railway link across the Fehmarn Belt) also shows that the present legal framework has worked well. Based on a treaty signed by Denmark and Germany in September 2008, the work on design and construction of the Fixed Link across the Fehmarn Belt is now ongoing. The project is scheduled to be finalised in 2018, including the railway connections in the hinterland of the Fixed Link. This means that the major part of the expected increase of goods transport between Scandinavia and the European Continent can be by rail within the framework of TEN-T.

The Danish Government believes that the concept of trans-European transport networks should continue as an essential element in the development of key transport infrastructure within the European Union, along with national plans for transport infrastructure. It is important that member states still have the flexibility to set their national priorities.

The Danish Government supported option 3 from the Commission's Green Paper, a two layer-model with a comprehensive network, a core network based on priority projects and an instrument for defining new priority projects. Hence the Danish Government welcomes that this option is the starting point for



further elaborations on the future guidelines for the trans-European transport networks in the Commission's consultation paper.

The Danish Government agrees that the current priority projects should serve as the basis for the (coming) core networks, and that any future financial regulation makes sure that these projects can be funded as planned.

It is the view of the Danish Government that the development and the application of intelligent transport systems (ITS) should play a significant role within all transport modes in the future TEN-T policy. Therefore, the Danish position is in line with the working document's emphasis on ITS.

As far as the concept of 'Motorways of the Sea' is concerned, the Danish Government underlines the need for continued focus on general infrastructure investments when funding specific projects.

The further development of the TEN-T policy should focus on the interaction between the transport modes (co-modality), including ports. This calls for optimising access from the seaside to ports and hinterland rail and road connections to/from the ports. Inland waterways must be taken into account where appropriate. Finally, the efficiency of ports must be seen as an important contributor to the development of the competitiveness of short sea shipping.

The Danish Government has a positive view of the proposed merging of the financial regulation and the TEN-T-guidelines into one instrument in order to create a more coherent structure.

In case the role of the European coordinators is to be increased to include also smaller infrastructure projects, the Danish Government considers it to be of importance that it is still up to the member states to decide whether or not a European coordinator should be affiliated the respective project.