

ROMANIA

**Preliminary position on the Commission's working document
"Consultation on the future Tran-European Transport Network Policy"
TEN-T Days 2010 (Zaragoza, 8-9 June 2010)**

Talking points:

- The ongoing process of TEN-T policy revision at European level is a major issue, of utmost importance for Romania, especially in the light of its (expected) results, i.e. ensuring homogenous network planning and interconnection of national networks, with a view to reducing the existing East-West disparities within the Union, as well as establishing a sound connection with the Eastern European Neighborhood.
- In this context, Romania reiterates the need to minimize regional disparities and development gaps within the European Union, *inter alia* by focusing on the specific needs of peripheral Member States and ensuring further funding for the entire TEN-T network, regardless of the outcome of the policy revision process.
- In this respect, Romania welcomes the proposal for including the criterion that "[the new global network] *adds the missing connections and nodes, selected and well defined, especially in the Member States which joined the EU after 2004, if necessary to ensure homogeneous network planning and interconnection of national networks and to make an important contribution to the achievement of TEN-T objectives*" in the global network planning methodology.
- Romania is interested to propose the addition of new projects on the TEN-T map, within the process of physical revision of the *global network*, as well as the inclusion of a number of nodes and strategic connections into the future European *central network*.
- **Romania's preliminary position on the main issues identified in the Commission's working document "Consultation on future policy for the Trans-European Transport Network":**
 - The principles and criteria for the configuration of the *central network*, as set up in the Commission's working document, are practicable, given that they are based on the principles and criteria already regulated for the *global network*; on the other hand, the question whether they are adequate or not cannot be answered unless the technical specifications for the configuration of the *central network* are defined. Moreover, when drafting such technical specifications, the Commission should consider the disparities and development gaps existing between „the old” (Western European) and "the new" (Eastern European) Member States;
 - Strengths: criteria that cannot be affected by the current economic crisis (such as spatial integration, accessibility, ensuring cohesion, network interconnectivity and multimodality, environmental and climate change issues); the clear advantage of using high technologies and ITS; the integration of the networks of candidate countries and the connection between the TEN-T and networks in third countries; network optimization and increased efficiency by ensuring a level playing field for all transport modes,
 - Weaknesses: criteria which, in the context of the current economic crisis, will not reflect real values (such as internal market necessities, external and global trade flows, passenger and freight traffic and customer needs); minimization of the costs associated to investments in transport infrastructure construction, maintenance and operation may create a disadvantage for some Member States, whose transport network is less developed compared to the other Member States;

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- The additional measures, namely the use of intelligent transport systems (ITS) and of new technologies and the innovation in the field of transport will certainly make a major contribution to the achievement of the objectives of a future-oriented transport system. Nevertheless, their development should take into account the current state of development of transport infrastructure and of the ITS environment in each Member State, in order to implement / accelerate those ITS projects whose benefits, reported to the given situation and to the corresponding costs, are indeed significant. In this regard, in order to achieve a coordinated implementation of certain ITS projects at European level, we feel that an assessment of the implementation costs, carried out by the European Commission, would be necessary, based on common criteria that can be subsequently used by all the Member States for the assessment of the financial impact at national level;
- We believe that planning of the future *central network* represents a first step towards accelerating the implementation of strategic projects with high added value for Europe, with an aim to eliminating the main bottlenecks, especially in cross border sections and intermodal nodes (cities, ports, logistics platforms) – which is one of the measures proposed at European level for the materialization of the flagship initiative "A resource-efficient Europe" in the context of the Europe 2020 Strategy.
- As regards the TEN-T implementation issues, for an effective correlation between the network funding sources, we believe that the European mechanism for projects' evaluation and approval should be clarified, so that it does not generate longer project approval duration nor conflicting decisions, with negative impact on the projects' implementation or on the achievement of the general objective.
- In addition, in order to coordinate European financial instruments applicable to transport, we believe that an integrated European financial framework, comprising all available funding instruments, such as the TEN-T Program and TEN-T related contributions of the Cohesion Fund and Structural Funds, should be established. This financing frame should not be limited to supporting infrastructure investments, but could also contribute to integrating other elements of the transport policy (Marco Polo SESAR, new technologies, green corridors, connections with neighboring countries, transport research and development etc);
- As regards the proposal on combining the TEN-T Guidelines with the TEN "Financial Regulation" in order to strengthen the link between the priorities of the TEN-T policy and the financial resources, as well as to simplify the regulatory framework, we believe that maintaining the current regulatory structure, consisting in separate regulations - on technical, respectively financial issues - would better suit the need for a flexible European legal framework.