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CONSIDERATIONS ON THE REVISION OF TRANS EUROPEAN TRANSPORT NETWORK

Proposal of the Emilia-Romagna Region – September 2010

The Region Emilia-Romagna would like to express its contribution on the "Consultation on the Future Policy of Trans-European Transport Network".

The Emilia-Romagna shares the opinion that the goal of a decarbonised transport is a priority. It is therefore very important that the revision of the TEN-T focuses on the rail in relation to freight, ensuring better rail connection between Europe's logistics hubs, in particular ports, inland ports and marshalling yards. This will make it easier to achieve the strategic goals by 2020.

As stated by the European Commission, it is necessary that TEN-T networks play a main role in the territorial planning and that it also provides a geographical reference for other policies. In order to balance transport policy at European level and to reach the strategic goals of decarbonisation in 2020, it is necessary that the goods are conferred as nearest as possible to the basin of interest.

The current centre of gravity of European freight transport, being placed in the North of Europe, requires for example, that goods with a destination in Southern Europe, are shipped from Suez to Northern Europe and later transferred to the south by other means of transport. This structure has a double negative impact in terms of emissions, because it requires ships to travel a longer route, and also because it increases the total mileage travelled by goods, making use of the whole infrastructure network from North to South. In order to reduce congestion, improve energy efficiency and safety, on the one side, the motorways of the sea and maritime links should be encouraged and developed between member and not member countries, like i.e. the ports of North Africa, which could serve as gateways to Europe; on the other side it would be important to pursue a better integration between the TEN-T networks and the Trans-Mediterranean Transport Network.

It is of the utmost importance therefore to strengthen the Mediterranean ports and to provide support to the development of the infrastructure and the logistics platforms in the branches and in the terminals of the networks; this would balance the current concentration of freight in Central Europe.

In the Mediterranean, the Adriatic sea plays a major role and in this context, it is necessary to take into account new partnerships between ports and the role they can serve in the immediate future. On the 1 of March 2010, the ports of Koper, Trier, Venice and Ravenna created the NAPA, the North Adriatic Ports Association. The Napa aims to attract cargo ships in Europe into the

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northern Adriatic Sea ports, that represent the natural gateway to European markets for the ships coming from the Far East through the Suez Canal: Napa also contributes to the development of TEN-T. This project is in line with the enlargement to the East, required by the European Commission, as it includes as well Italy and Slovenia and Croatia (the port of Rijeka has been invited to participate). The NAPA foresees development plans that provide, *inter alia*, considerable public and private investments.

Given the key role of freight village, for inland freight transport in Europe, it is very important that policies are designed to foster links with the main logistic hubs, facilitating intermodal connections through TEN-T network. In this context the focus on rail links, as mentioned above, appears to be a priority.

The Baltic Adriatic freight rail Axis (BAA), that crosses through 14 European regions from the Baltic to the Adriatic Sea, will bring considerable time saving in journey and energy reduction, therefore bringing to a considerable reduction of CO2 emissions in line with the European objectives of decarbonisation by 2020.

The development of the Baltic Adriatic Axis and the strengthening of intermodal connections to Northern Europe on one side and to the south of Italy on the other side, foster the strengthening of the Adriatic macro-region, an *ongoing* project, that builds on the existing Adriatic Euroregion and that further enhances cooperation and integration of the Adriatic Sea basin countries, the policies and the EU markets, in view of the enlargement. The Adriatic Macroregion has being built with a bottom up approach and formalizes a cross-sector cooperation that enhances and builds on consolidated relationships with neighbouring countries and it creates opportunities for a cohesive, sustainable and participated development.

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