

TEN-T Days 2011

30 November 2011, 09:00-10:30h

Queen Elisabeth Hall

WORKSHOP 7: European transport infrastructure: ensuring the cohesion of Europe

Long range transport infrastructure proved crucial in building the nation in a large federal country such as the US, notably through the coast-to-coast railways.

TEN-T infrastructures can provide an important contribution to the territorial cohesion of the Union as well - their action is threefold:

- They bridge separate (national) networks thus generating a larger network effect and complementing other EU Aquis (Schengen, free movements);
- They enhance the mobility of EU citizens
- They provide the productive sector with a competitive access to the internal and external market
- They contribute to create European regions and make peripheral regions closer to the EU centre, providing them with an enhanced access to the internal market.

In the absence of adequate transport integration, mono-modal corridors could be seen as polarizing factors that just split a territory; on the contrary, multimodal corridors, properly connected with the regions they cross, represent a unique opportunity for their development - This is notably the case when developing an integrated network - what are the expected effects and benefits, Prof. Rothengatter?

Cohesion policy has been a major source of EU investments in transport. What have we learnt about the relevance of transport for regional development and how can we coordinate our efforts in the future, Mr Walsh [deputy head of unit thematic development DG REGIO]?

Success stories such as the Oresund link demonstrate that these infrastructures play a wider role than just enhancing traffic flows or adjusting modal shift: they generate synergies between territories and growth at regional level, creating a more complex and richer territorial context, where the relative advantages of neighbouring areas are diffused - could Ms. Andersen tell us more about the interactions between the infrastructure and the Region in the Oresund case?

In addition, when modal integration is made possible, access to a multimodal international corridor is a tremendous opportunity for logistics and transport infrastructures (ports, other multimodal platforms for freight and passengers, large Industrial areas) - the potential of the Port of Barcelona is being unleashed by the new interoperable railway connection between France and Spain.

Hon. Tremosa and Mr. Milá, from the Port of Barcelona, will tell us respectively the effects on the economy of the Region and the pivotal role that a logistic platform such as the Port of BCN can have when provided with access to a long range TEN-T Corridor

The Commission has developed a variety of tools to support strategic transport projects, notably on cross-border connections, which have a variety of additional difficulties, risks and opportunities - could Mr Peters, the TEN-T EA Director, tell us some highlight from his experience?

- Moderator: Mr Gilles Savary – TEN-T Coordinator
- Mr John Walsh - Deputy Head of Unit DG REGIO In charge of Thematic Development [Cohesion policy contribution in developing Transport Infrastructure – assessment and consideration for the future]
- Ms Britt Andresen – Analysechef Oresundbron [Impact of a cross-border connection on a multination EU Region]
- Prof. Dr. Werner Rothengatter [Transport infrastructure impacts on sustainable territorial development]
- Mr Ramon Balcells Tremosa – MEP, Member of the TRAN Committee – European Parliament [Access to the TEN-T corridors and Regional development in Catalunya]
- Mr Santiago Milà, President Port Authority of Barcelona [access to an interoperable freight corridor and modal integration in the development of a key European port]
- Mr Dirk Beckers – Director TEN-T EA [TEN-T Executive Agency's role in supporting Member States in implementing Projects]