



## Volvo Group Representation, EU

Brussels, 100915

To whom it may concern

### **Volvo Group answer to the European Commission public consultation on the Future Trans-European Transport Network**

The Volvo Group appreciates having the opportunity to hereby present its view on the future trans-European transport network. We hope that our experience and expertise can contribute towards a TEN-T policy with strong ambitions to strengthen both safety and efficiency of TEN-T:s.

The Volvo Group's vision is to be valued as the world's leading supplier of commercial transport solutions. The Group, with about 90 000 employees, has production facilities in 19 countries and sells products such as trucks, buses and construction equipment machinery in more than 180 markets. The Volvo Group's transportation and logistics company, Volvo Logistics, manages and operates the transports from 4000 suppliers to all the production facilities as well as the distribution of the vehicles to the markets.

The Volvo Group supports the general approach in the European Commission working document with the proposed concept of a dual layer planning approach. The connection between the core network and local infrastructure and corridors is vital. A general European perspective in priorities and decisions are of the greatest importance to develop the TEN-T concept further. National and regional authorities must make sure that their respective priorities are aligned with the European perspective.

Efficient TEN-T infrastructure requires reliable planning, accurate financial principles and clear responsibilities. A common European funding framework is a key to an efficient resource allocation. Involved parties must secure rapid progress which supports the society's needs and industries competitiveness in line with the EU 2020 strategy.

Future TEN-T priorities should promote multimodal transport solutions and reflect the need and significance of all transport modes. Interoperability, safety, increased use of new technologies as ITS and reduced climate impact must be key priorities for creating high quality TEN-T:s. In order to promote increased speed of progress it is important to prioritise development built on actual infrastructure and major bottlenecks in favour of other extensive projects.

Considering the complexity and continuous technical development the Volvo Group sees it as important to form the future TEN-T projects so that they are flexible enough to align with new prerequisites such as technical innovations.

The Volvo Group welcomes that the European Commission suggests that the use of clean, alternative fuels, should be promoted as an integral part of the future TEN-T development. The engine technology for the use of alternative fuels exists already but infrastructure for fuels is lagging behind. This is an important step together with measures for all modes of transport to reach EU ambitions to decarbonise transport.



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To give the TEN-T:s a clear role in the ambition to decarbonize transport a co ordination with green corridor projects would be preferable. Both when it comes to planning, funding and demonstration projects. Positive synergies can be found especially when it comes to demonstrate new green technologies such as clean, alternative fuels and different multi modal transport solutions.

TEN-T:s must also contribute to improved road safety in Europe. The ambition of halving the number of road deaths as set out in the newly released Commission's communication on road safety must be shown in the TEN-T policy. ITS-technology for vehicle to vehicle communication and dedicated, separated lanes for heavy goods vehicles are two ways to improve road safety. Safe parking areas for heavy goods vehicles are needed to improve protection from theft of goods and the personal security and resting opportunities for drivers.

Finally, A clear co ordination between the forthcoming TEN-T policy as well as the road safety communication, the green corridor policy and the future White Paper on transport is desirable if the European Union shall be able to reach its ambitions as set out in the EU 2020 strategy.

Contact persons:

Mats Boll, Transport Policy Director, Volvo Group Headquarters, Gothenburg,  
e-mail: [mats.boll@volvo.com](mailto:mats.boll@volvo.com) Phone: +46 31 322 59 12

Henrik Gustafsson, EU Regulatory Affairs Manager, Volvo Group Representation, EU, Brussels  
e-mail: [henrik.gustafsson.3@volvo.com](mailto:henrik.gustafsson.3@volvo.com) Phone: +32 2 482 58 76