



THE NETWORK  
OF MAJOR  
EUROPEAN  
CITIES

Brussels, 9 September 2010

Matthias Ruete, Director-General

European Commission, DG MOVE

### **Response to consultation on Commission working document: the Future Trans-European Transport Network**

Dear Mr Ruete,

EUROCITIES applauds the Commission's recognition of the importance of the local level within the TEN-T network. Nevertheless, we would still like to make recommendations in relation to the content and specific questions of the European Commission's working document:

#### **Coherence and efficiency of network planning: Making the urban dimension of TEN-T a reality**

As rightly stated in the expert group's conclusions, a new focus on bottlenecks and nodal areas such as cities should be addressed as a priority. As the group's report points out, 'the Core Network shall be built up from main nodes which play or might potentially play some key role in European geography. Most of these main nodes will be represented by important cities - the capital cities of the member states, acceding countries and neighbouring countries, etc'.

Cities are indeed nodes of high strategic and economic importance in the EU, and are also the first and final link of the chain for passengers and freight. To avoid creating an increasingly fragmented context, we urge you to reconsider the classic planning approach of the national level as the sole negotiator within the TEN-T framework.

We welcome the intention that future planning of the core network will link the long distance transport network with delivery/collection in main economic centres such as cities. We also wish to underline the importance of developing urban ITS within the TEN-T network to help connect TEN-T corridors with urban transport networks.

EUROCITIES believes that urban transport arrangements must be an integral dimension of planning and implementation for TEN-T guidelines and policies in the future. This should become effective as soon as possible.



## **“Europe 2020” strategy - Boosting “Europe 2020” TEN-T objectives by involving cities more into the network**

We are pleased to see references made to the role of cities in delivering Europe 2020. The resource-efficient Europe flagship initiative states that the European Commission will work ‘to accelerate the implementation of strategic projects with high European added value to address critical bottlenecks, in particular cross border sections and inter modal nodes, such as cities’.

EUROCITIES believes that for the TEN-T policy to reach Europe 2020 sustainability goals, it is even more important to involve cities in the planning and implementation of TEN-T.

The acknowledgment of the local level’s role should therefore be transposed into reality as soon as possible. The TEN-T strategy could indeed boost Europe 2020 objectives if it systematically involves cities into the network. We remain committed to providing the expertise of our members on this.

### **Funding - TEN-T to also allocate funds to urban connections’ projects:**

As stated in the European Commission’s Working Document, due to budget restrictions the ‘TEN-T planning will also need to identify TEN-T projects of high European added value for the TEN-T core network’. As urban areas are part of the core network, it is crucial that TEN-T financing also covers projects on urban connections.

The working document also mentions that ‘a key issue for the revision of TEN-T Guidelines and for the post 2013 multi-annual financial framework is to ensure the best possible use of the EU financial contribution in order to better achieve the objectives set out in the guidelines’. In this sense, we strongly support the expert group’s conclusions which affirm that “financial tools should become available to companies and also cities”.

Finally, we believe TEN-T will not optimise return on investment as strategic transport infrastructure unless they are connected effectively to the ultimate origins and destinations of people and goods. As we already mention above, this requires the practical involvement of the relevant city administrations and transport authorities in planning and delivering strategic transport investments alongside regional and national authorities.

In conclusion, EUROCITIES recommends that any new TEN-T regulation should include provisions ensuring that Member States effectively involve local authorities in the planning process of the TEN-T Guidelines and that TEN-T funding is allocated to cities accordingly. As stated in the conclusions of the expert group’s report, ‘the success of the planning process for the TEN-T guidelines depends not only on the cooperation between the European Institutions on the European level but also on the involvement of the regions and local authorities of the Member States. This is well founded as one of the core objectives of the TEN-T Guidelines is to achieve the economic, social and territorial cohesion in the Union’.



We hope that you will take our response to this consultation into consideration. Please find also attached EUROCIITIES' Statement on the Trans-European Transport Networks, produced in 2009.

Should you require any further information, please do not hesitate to contact Vanessa Holve, Policy Officer Mobility, at the EUROCIITIES Brussels Office (T: +32 2 552 08 72; email: [vanessa.holve@eurocities.eu](mailto:vanessa.holve@eurocities.eu)).

Yours sincerely,

**Paul Bevan**  
**Secretary General**