

EUROPEAN PARLIAMENT

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Committee on Regional Development

2008/2218(INI)

13.2.2009

OPINION

of the Committee on Regional Development

for the Committee on Transport and Tourism

on the Green Paper on the future of TEN-T policy
(2008/2218(INI))

Rapporteur: Iratxe García Pérez

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SUGGESTIONS

The Committee on Regional Development calls on the Committee on Transport and Tourism, as the committee responsible, to incorporate the following suggestions in its motion for a resolution:

1. believes that the concept of *infrastructure service* introduced by the Green Paper on TEN-T is of strategic importance to increasing competitiveness and employment in the EU in line with the Lisbon Agenda and the European Employment Strategy; calls on the Commission to focus on the promotion of high quality services and more efficient use of existing infrastructure;
2. emphasises that Structural Funds, in particular the Cohesion Fund, could contribute to TEN-T objectives more efficiently if regional development and transport policy were dovetailed to more useful effect and if priorities were more focussed and funding concentrated on bottlenecks and cross-border sections of projects as well as on new challenges affecting transport, namely climate change and energy supply;
3. maintains that TEN-T projects have to be oriented towards the cohesion policy goal of balanced development and help to even out territorial disparities; is of the opinion that this cannot succeed unless the requirements entailed in the European guiding principle of polycentric development are taken into account;
4. maintains that the selection of future TEN-T projects has to be based on in-depth transport forecasts, the differing market needs and trends, and economically and ecologically sustainable business models;
5. maintains that, from an ecological and economic point of view, multimodal transport systems, enabling different means of transport to be used on a given route, are in many cases the only viable and sustainable option for the future;
6. is of the opinion that Member States should commit themselves to long-term network planning and infrastructure development programming, ensuring faster and more certain delivery of projects that enables better involvement of the private sector in order to facilitate the creation of jobs;
7. points out that the simplification of procedures and introduction of financial guarantees to reduce entrepreneurial risk, especially for SMEs, are essential in order to attract private capital and set up sound public-private partnerships, which are essential to project implementation; maintains, as regards public private partnerships, that clear and transparent rules of conduct are needed to govern the activities of public institutions and enterprises;
8. reminds Member States that the territorial cohesion of the EU depends also on the ability to ensure good interconnection among regions and that the implementation of efficient transport networks plays an important role in the social and economic development of the less favoured regions of the Union; urges them to speed up progress on cross-border sections of existing projects and to provide the necessary national funding;

9. underlines that, within the newly enlarged Schengen area, the transport infrastructure between Western and Eastern Europe is of immense significance given the economic growth potential, especially in the new Member States, linked to it; calls on the Commission and the Member States to develop and promote transnational road and rail links between Eastern and Western Europe, supporting in particular cross-border transport infrastructure through a specific action programme implemented in cooperation with local, regional and national authorities; also, points out that better interconnection of TEN-T and third country transport networks would improve the position of border areas in particular and bring added value to interregional cooperation and the EU as a whole;
10. considers it particularly vital, given the EU's dependence on its neighbours for its energy supply and the resulting risks, that the European Commission renews its efforts to secure the energy needs by designing, and investing in, new and existing pipeline networks - for example for the transmission of liquefied gas from the ports to the hinterland - building new storage facilities and creating alternative routes for supply.
11. urges the Commission to ensure that future TEN-T planning, bearing in mind the emphasis that is rightly being laid on rail freight transport, is made more efficient in terms of social and territorial cohesion, avoiding the saturation and collapse of infrastructure in already densely populated areas, and oriented more sensibly towards better structuring of the territory as a whole, taking into account the potential opportunities for the extensive areas which are sparsely populated or undergoing outright depopulation;
12. emphasises that peripheral regions and regions with geographical handicaps (mountain regions, islands, sparsely populated areas, the outermost regions, and remote border towns) are strongly penalised by their limited access to TEN-T corridors; recommends that Member States improve local interconnections in order to minimise the costs associated with a peripheral situation and that they ensure that the TEN-T networks cover the whole of EU territory; draws attention in this context to the overriding importance of transnational road links for local and regional development;
13. points to the crucial importance of the TEN-T for the outermost regions, given that those regions have to rely totally on means of transport in order to attain economic development and accessibility;
14. is of the opinion that a real bottom-up approach fully involving regional and local authorities, business, stakeholders of civil society and local populations in the decision-making and planning process is a prerequisite to ensuring fast implementation of TEN-T projects and their durability in the long term; calls for the above conditions to apply equally to the entire range of financing arrangements and sources of funding used for TEN-T;
15. considers that information on the use of TEN-T funding and on the benefits deriving from it is often not visible enough to citizens; therefore calls on the Commission and the Member States to develop actions increasing transparency as regards the allocation of these funds and on the results achieved.

RESULT OF FINAL VOTE IN COMMITTEE

Date adopted	12.2.2009
Result of final vote	+: 43 -: 0 0: 2
Members present for the final vote	Emmanouil Angelakas, Elspeth Attwooll, Stavros Arnautakis, Rolf Berend, Victor Boștinaru, Wolfgang Bulfon, Giorgio Carollo, Bairbre de Brún, Gerardo Galeote, Iratxe García Pérez, Monica Giuntini, Ambroise Guellec, Pedro Guerreiro, Gábor Harangozó, Filiz Hakaeva Hyusmenova, Mieczysław Edmund Janowski, Gisela Kallenbach, Evgeni Kirilov, Miloš Koterec, Constanze Angela Krehl, Florencio Luque Aguilar, Jamila Madeira, Iosif Matula, Miroslav Mikolášik, Lambert van Nistelrooij, Jan Olbrycht, Maria Petre, Markus Pieper, Giovanni Robusti, Wojciech Roszkowski, Bernard Soulage, Catherine Stihler, Margie Sudre, Oldřich Vlasák
Substitute(s) present for the final vote	Emanuel Jardim Fernandes, Stanisław Jałowiecki, Zita Pleštinská, Samuli Pohjamo, Christa Prets, Flaviu Călin Rus, Richard Seeber, László Surján, Iuliu Winkler
Substitute(s) under Rule 178(2) present for the final vote	Sepp Kusstatscher, Toine Manders