



Mr Siim Kallas
Commissioner for Transport
European Commission
200 rue de la Loi
1049 Bruxelles

1 June 2011

Dear Commissioner,

I am writing with regard to the Commission's upcoming revision of the trans-European transport network (TEN-T) guidelines.

We have been actively following this issue since the beginning of the review process in 2009 and submitted a detailed position paper in April 2009 in response to the Green Paper on the future development of the TEN-T. At annex you will find a copy of this position paper, which outlines key principles that remain valid.

BUSINESSEUROPE believes that a good quality transport infrastructure that is equipped to meet the demand for all modes and for intermodal connections is an essential element of the EU's overall competitiveness and will have a key role in the achievement of the EU 2020 strategy.

The Commission Staff Working Document that was published earlier this year on TEN-T planning and implementation issues gives a good indication of what can be expected in the formal proposals. In this context we are pleased that the Commission's thinking shows support for the development of an integrated transport network containing a core network that would provide for all transport modes and that is made up of nodes and links of the highest strategic and economic importance throughout Europe. In particular, proper interconnections between the main European ports and airports to the other networks should be ensured.

A well-performing transport network requires substantial resources. The recently published White Paper on transport indicates that the completion of TEN-T requires about EUR 550 billion until 2020 out of which some EUR 215 billion can be referred to the removal of the main bottlenecks. Given the scale of the investment required, it is necessary to prioritise projects, in close collaboration with national governments, and to ensure effective European coordination. The prioritisation of projects must take into consideration the geographical differences amongst Member States.

The vast majority of the TEN-T is funded by national governments, and so a stronger commitment on their behalf is needed.

When it comes to EU funding BUSINESSEUROPE agrees with the Commission that this should focus on the cross-border sections. Fair, transparent and efficient criteria are needed to identify the projects to be supported, depending on the European added value of the project. In addition, it is necessary to have an integrated European funding framework, including the Structural Funds, to coordinate available EU funding for transport.

We hope that track is not lost of these basic principles in the final stages of preparation of the TEN-T guidelines. The internal market can only properly function when goods can flow and workers can move smoothly and safely across Europe, on a well planned and implemented TEN-T.

Yours sincerely,



Philippe de Buck

Encl.: BUSINESSEUROPE's response to the European Commission Green Paper
"TEN-T: a policy review"