

Putting the TEN-T on the right tracks

To be approved by the CPMR Political Bureau meeting, 16 June 2022, Helsingborg (Skåne, Sweden)

The Conference of Peripheral Maritime Regions:

- 1. Welcomes** the proposal adopted by the European Commission in December 2021 and notes that several messages it adopted in its Policy Position in 2021 have been included in the Commission's proposal.
- 2. Underlines** that reaching the objectives of the Paris Agreement and the European Green Deal will not be possible without an efficient and interoperable TEN-T that ensures seamless connectivity throughout Europe.
- 3. Recalls** the importance of delivering the TEN-T on time, while ensuring the maintenance and quality of the network during the whole life cycle of the projects. It is, in this regard, concerned about arising challenges the network will have to overcome such as, for instance, the impacts of climate change.
- 4. Underlines** the need to reflect upon the adaptation of transport infrastructure to military mobility to enable efficient reaction to crises such as the consequences of the current war in Ukraine, while strengthening security of supply.
- 5. Sees that**, although it supports key strategic investments in Europe, the current Multiannual Financial Framework is not sufficient to bridge the financing gaps. Therefore, it calls on the European Commission to take the opportunity of the mid-term review to increase support to the implementation of the TEN-T and to lead a bold reflection on solutions for the future financing of the EU budget, leaving no stone unturned. It also invites to start looking towards the next programming period to ensure that TEN-T will benefit from a more appropriate support, including in the framework of the ERDF.
- 6. Strongly believes** that the emergency to deliver on TEN-T demands a new mindset in terms of investments, considering for instance the development of incentives to encourage modal shift to the most sustainable transport mode.
- 7. Welcomes** the extension of the objective of territorial cohesion to the whole TEN-T network. Recommends, in this regard, that the European Commission defines the principle of '*do no harm to cohesion*' introduced in the 8th Cohesion Report to monitor its application to the TEN-T, in particular, to projects of common interest.
- 8. Regrets** that the implementation of the TEN-T suffers from major delays, especially concerning cross-border sections. It firmly believes that Member States should better take into account the Regulation when developing their national transport plans to avoid generating any further delays. It underlines, in this respect, the important role of the coordinators as facilitators.
- 9. Insists** on the role of the Regions in the implementation of the network in terms of competences in regional planning and co-financing, especially when it comes to ensuring continuity with secondary

networks. Therefore, demands that they are better involved in the governance of the TEN-T, especially in the corridors forum.

- 10. Welcomes** the new approach to urban nodes. Believes, however, that it could better address the specificities of Regions facing insularity, remoteness or low population density.
- 11. Sees** that the proposal introduces the collection of various data and mandatory reporting. While sharing the ambition to reach a high-quality network, it calls on the European Institutions to remain reasonable and avoid multiplying the number of studies that would increase administrative burden on regional and local authorities, when it would not bring a real added value in reaching the objectives of the Regulation.
- 12. Believes** that technical requirements are key to ensure the quality and interoperability of the network. It underlines, however, the need to keep a sufficient level of flexibility to adapt to territorial challenges.
- 13. Is pleased to see** its messages echoed in the new European Maritime Space. It knows that this more open definition will help to encourage modal shift to short sea shipping and strengthen territorial cohesion for peripheral Regions, bringing new much needed opportunities for islands and outermost Regions.
- 14. Acknowledges** that the TEN-T needs to be updated on a regular basis to adapt to the evolution of transport flows, emergence of new technologies or challenges. It suggests, however, to establish accompanying procedures to assess the relevance of the infrastructures considering more qualitative data, instead of breaking positive dynamics by excluding maritime ports and airports.
- 15. Reiterates** its call¹ for the amendments to the Annexes that establish the maps of the network.
- 16. Shares** the messages highlighted in the positions of its Atlantic Arc Commission², Baltic Sea Commission³ and North Sea Commission⁴ on TEN-T as well as in the Final Declaration of its Islands Commission⁵.

+ **Contact person:** Lucas Bosser, Director for Transport and Territorial Accessibility (lucas.bosser@cpmr.org)

+ **More information** on the CPMR's TEN-T activities: <https://cpmr.org/trans-european-transport-network/>

¹ <https://cpmr.org/wpdm-package/cpmr-policy-position-towards-a-future-proofed-trans-european-network-for-transport/?wpdmdl=28842&refresh=627e334e611551652437838&ind=1622812986200>

² <https://cpmr-atlantic.org/download/a-tnt-t-policy-at-the-service-of-the-sustainable-development-of-the-atlantic-area/>

³ <https://cpmr-baltic.org/download/initial-reactions-tent-proposal/>

⁴ <https://cpmr-northsea.org/download/position-paper-on-the-proposal-for-revised-ten-t-guidelines/>

⁵ <https://cpmr-islands.org/download/ic-final-declaration-adopted-in-2022-gotland/>