

Letter from: Transport Committee, European Affairs
Committee, Christiansborg, DK-1240 Copenhagen

Date: 28 April 2009

To: European Commission, Commissioner for Transport
Antonio Tajani , B-1049 Brussels

Subject: **Opinion on the Commission's Green Paper
on Future TEN-T Networks—COM(2009) 44**

Dear Mr Tajani,

The Committees for Transport and for European Affairs
of the Danish Parliament enclose their response to
consultation on the Green Paper on Future TEN-T
Networks.

The Transport Committee has discussed the Green
Paper at several meetings and has agreed on a
response to consultation to the Commission. The
response was subsequently approved by the European
Affairs Committee on 24 April 2009 as it appears below.

Opinion on the Commission's Green Paper on Future TEN-T Networks

The Commission adopted the Green Paper on Future
TEN-T Networks, COM (2009) 44 on 4 February 2009.
The Green Paper describes a considerable number of
new challenges and considers how the network needs
to be developed in the future.

The Commission has asked to receive comments by 30
April 2009 at the latest.

In view of this, the Transport Committee and the
European Affairs Committee wish to point out the
necessity of a reprioritisation in the next budget period
so that additional funding is made available within the

existing framework for strengthening EU transport policy.

However, regardless of greater financial resources being allocated to EU transport policy, there will still be a need to prioritise the use of these resources and how much TEN-T funding they receive.

In the Committees' view, EU transport policy needs to be seen as a cross-border, supportive supplement to national transport policies. The EU's input should therefore be primarily focused on projects that will, viewed in an overall context, promote quick, efficient and environmentally acceptable transport in the EU but which are not supported by national transport projects.

The Committees can therefore recommend a common European transport policy for the EU, consisting of two layers, namely 1) a priority network (the core network) based on the current priority projects connecting the major transnational axes and major nodes and 2) a priority network, which, based on outline plans for the different modes of transport, forms a basis for financial support to develop the network.

The Committees wish to emphasise here that implementation of the TEN-T projects currently in progress needs to progress more quickly; that the European Commission must draw up an annual overview of how far individual projects have progressed; that the role of ITS in TEN-T needs to be developed in order to manage the increasing traffic congestion in the EU; that TEN-T policy must support the EU's goals for climate and environmental policy; that separate planning approaches should be devised for freight and passenger traffic respectively; that connections between the transeuropean network and the major ports needs to be greatly improved; that fighting against bottlenecks in cross-border transport

should be accorded a significant part to play in future prioritisation; and finally, that prioritisation must also take into consideration regional diversity and must continue to work at ensuring that all regions have access to the rest of the EU. Lastly, we wish to stress the desirability of supporting the development of a track and signal network that would make high-speed train travel (320 km/h) possible throughout Europe.

Yours sincerely,

Flemming Damgaard Larsen,
Chairman, Transport Committee
European Affairs Committee

Svend Auken
Chairman,

