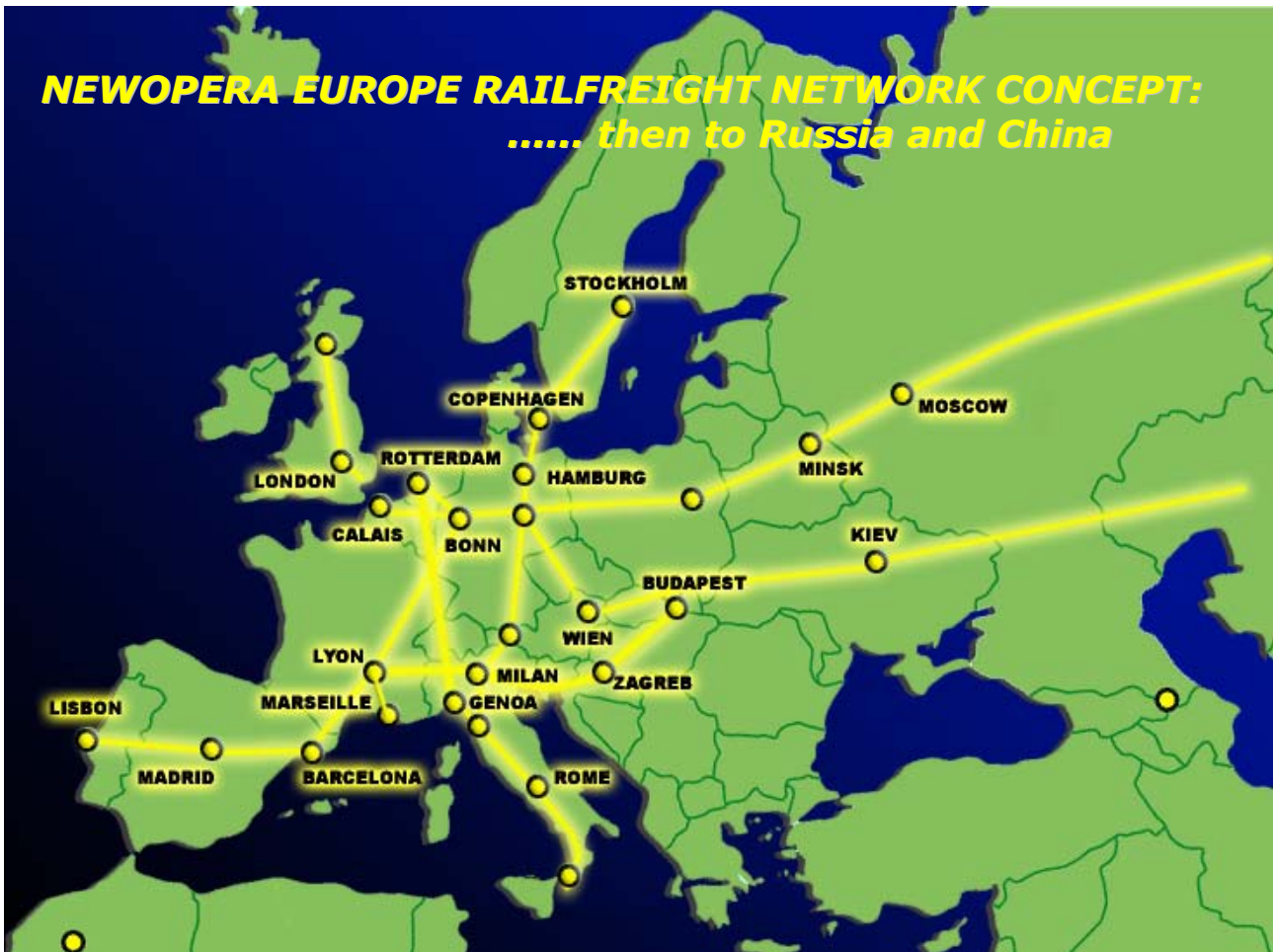


NEWOPERA VIEW POINT ON TREN-TENT PUBLIC CONSULTATION AND THE QUESTION SUBMITTED FOR PUBLIC COMMENTS.

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Question number 1:



The HLG recommendation of five main European transport axes is shared. However the new challenge for 2020 is to optimise the maritime network of the motorways of the sea with the overland network, stretching to Russia and China. In the concept map represented above the North Mediterranean economies are linked via the sea routes either to Gioia Tauro, Genoa and Venice to Central and North Europe.

The overland corridors, Lisbon/Duisburg, Genoa/Rotterdam, Gioia Tauro/Hamburg/Stockholm, Lyon/Kiev, Calais/Moscow; are themselves integrated into each other interconnecting South Europe with North Europe through Continental Europe.

The other big challenge is to create, inside the enlarged European Union, a new rail economy based on rail freight dedicated network, where the passengers needs are gradually managed separately from the cargo needs. This new rail economy must be based on a new business model and a new service culture capable of inducing modal shift and bring new life into the European rail freight system.

The establishment by 2020 of new and existing lines predominantly dedicated to freight will be instrumental for promoting a new service driven market approach, favouring rail freight industrialisation, further developing intermodality and for creating the conditions for long term socio-economic sustainability together with safety and environment sustainability.

Question number 2:

The HLG horizontal issues are all shared and if implemented will contribute to make transportation in Europe far more efficient. Interoperability between networks is vital to achieve seamless mobility. In addition new satellite (Galileo) technologies, ERTMS and TSI will contribute to make such horizontal measures far more efficient and effective. Intermodality will be moreover capable of securing change of modes and be able of integrating seaborne transportation with overland transportation. All these measures will be achieved more easily if an open and competitive market will be created. Competition will improve the quality of services, reduce costs for the users and make the various actors more transparent in their economical approach.

Question number 3:

To finance this major infrastructure initiatives it will be necessary to adopt a combination of measures involving private and public institutions. Collection of infrastructure tolls from users will be predominant, supplemented and co-financed by gains in efficiency and productivity together with environmental/congestion invisible costs. The EU Commission will have to calculate the cost of existing congestion and inefficiencies, which are born today by the European economic system. Another major consideration is to be given to the quality of life of the citizens in terms of health and safety.

Question number 4:

The HLG recommended actions are shared and supported. Such a major upgrade of European infrastructure will be achieved only through the means of international agreements where European cargo mobility is given central role for regaining industrial competitiveness.

Question number 5:

The HLG recommendations are supported. Not only it will be necessary to harmonise EU 25 countries, but also integration with other major corridors up to Russia and China. Recent research from NEWOPERA project has put in evidence breaks in trends in existing trade patterns which indicate new and substantial transport demands in the very near future additional to the ones described in the EU White Paper "Time to Decide". These new market needs must be satisfied. Europe cannot afford to remain behind and be cut out from worldwide trade corridors.