

Madrid 16 february 2006

CNC answer to some questions of the European Commission public consultation on the report of the High Level Group on the Extension of the major trans-European transport axes to the neighbouring countries and regions:

*Question 1: Do the five main transport axes highlighted in the High Level Group (HLG) report, in your view, represent the main axes for international traffic and what you add/delete, if given the opportunity and why?*

CNC answer:

Looking at the map of major transnational axes and taking into account that Mrs Loyola High Level Group has worked on the extension of major trans-European transport axes with the aim of connecting north with South and East with West, we feel a lack of connexions on the Mediterranean coast of Iberia peninsula, that is from Algeciras to the French border north of Barcelona. The south western axis of the report is the Atlantic or central axis not the Mediterranean one. It is necessary to incorporate the Mediterranean corridor to the main European transport axis, as far as interoperability and traffic management systems are concerned, both for roads, already existing and for railways under study.

*Question 3: Financing transport investments is a headache. How can the implementation of these axes and horizontal measures be best financed?. What could be the role of the private sector and the user charges?*

CNC answer:

Concerning question number 3 of the public consultation where private sector is mentioned it is necessary to implement among neighbouring countries of the EU, not only a clear and transparent public procurement legislation but for PPP purposes also to develop clear schemes for this type of financing in countries where they have not been developed until now giving enough securities to the financiers to make the projects attractive. The regional workshops are useful but the appointment of experts to national administrations assessing on the adequate legal framework are also advisable.

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