

EXTENSION OF THE TRANS-EUROPEAN NETWORK

**THE IMPORTANCE OF THE SPANISH
MEDITERRANEAN CORRIDOR FOR THE
DEVELOPMENT OF THE TRANS-EUROPEAN
NETWORK.**



**SPANISH ROAD
ASSOCIATION**



**EUROPEAN UNION ROAD
FEDERATION**

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INTRODUCTION

The recent publication of the report from the High Level Group chaired by Loyola de Palacio on the extension of the major trans-European transport axes has created some reactions in the European transport community, not only to the report itself, but also to the priority projects, which are highly linked to the five major axes defined.

This report has been developed to be considered in the public consultation process.

MOTORWAYS OF THE SEA

The “motorways of the sea” initiative has intermodality as its heart, as one of the answers for the existing problems of transport in Europe, making better use of existing infrastructure and resources. It was first considered in 2001 White Paper and later included within the TEN-T priority projects.

Its aims are to foster intermodal options, based on short-sea shipping, providing high-quality transport performance. The goal is to develop a network of motorways of the sea between different European regions, each linked to other transport means.

The initiative has also been considered as one of the five major axes to connect the EU with its neighbours.

It seems obvious that motorways of the sea should consider and **cover the major European ports**, apart from ports in neighbouring countries; this is essential for the efficient performance of the maritime transport system.

But it is not less important to provide a **complementary transport network based on roads and railways** to allow the interchanges of passengers and goods.

MEDITERRANEAN CORRIDOR

Port infrastructures covered under the concept of motorways of the sea in “TEN-T priority axes and projects 2005” are unclear and not defined.

Some European ports such as the Spanish, French and Italian ones are essential for the European daily trade among Member States and with neighbouring countries.

Thus, it is essential that they are included in the motorways of the sea project, as key nodes for the right performance of transport in Europe and with other countries.

However, if considering all transport modes, some important ports have not been included in the TEN-T priority projects, which considerably limits their growth and performance.

Priority project 24 “Railway axis Lyon/Genova–Basle-Duisburg-Rotterdam/Antwerp” guarantees intermodal traffic in the port of Geneva, one of the most important in Europe, while priority project 6 “Railway axis Lyon-Trieste-Divaca/Koper-Divaca-Ljubljana-Budapest-Ukrainian border” guarantees intermodal traffic performance in the port of Trieste.

Surprisingly, there are not TEN-T priority projects including intermodality requirements for other important Mediterranean ports such as Marseille and Valencia, in spite of their enormous traffic volumes.

The following pictures reflect the observations about priority projects stated above:



THE IMPORTANCE OF EASTERN SPAIN – THE SPANISH MEDITERRANEAN CORRIDOR.

Spain has already underlined the importance of the so called Mediterranean corridor in Spain for freight flows between South Western Mediterranean region and the centre of the EU.

The particular situation and characterization of the Spanish Eastern region makes necessary to **integrate the area between Algeciras (most southern region of the Iberian Peninsula) and Cataluña in the motorways of the sea initiative**. Goods and passenger traffic in ports of this area has strongly increased during the last years, not only with Member States, but also with Mediterranean neighbouring countries.

Although the south of Spain area is covered by some other TEN-T priority projects, considering maritime, rail and road transport, **the Eastern region of Spain seems to be miss-considered** in the European guidelines for next transport planning, which could negatively affect its evolution as a reference in the European transport system, considering **road networks, railway and maritime transport**.

CONCLUSIONS

There is a double requirement for the European Mediterranean corridor:

- On the one hand, **define key ports for the motorways of the sea project, considering the importance of Mediterranean ports**.
- On the other hand, **consider important ports in the TEN-T priority projects, in the framework of intermodality requirements covering all transport modes**.

The **Spanish Eastern region** should be included in the TEN-T priority projects, not only in the **motorways of the sea** initiative, but also considering **intermodality connections with road and railways**.

There are several important ports in that area, where the port of Valencia could be considered as the main one, highly relevant in the Mediterranean traffic.

Beyond the motorway of the sea concept, the region should be considered for the creation of a **multimodal corridor for Eastern Spain**, which could connect with other rail and road TEN-T priority projects already under construction in Spain.

Both **road network** and **railway** are key for the performance of the passengers and goods transports in ports, so it is essential that the regions

of the Spanish Eastern corridor are considered as priority in European transport planning.

Other European ports should also be considered as priority, due to their relevance for European transport intermodality and in order to satisfy transport necessities with other non-European countries.

The following picture includes the intermodality corridors which have and will have high importance in the European transport and which are not included, for the moment, in any TEN-T priority projects:

