



**COUNCIL OF
THE EUROPEAN UNION**

Brussels, 14 February 2011

6430/11

**TRANS 35
ECOFIN 68
ENV 94
RECH 25**

NOTE

from: General Secretariat of the Council
to: delegations

No. Cion prop.: 5623/11 TRANS 18 ECOFIN 27 ENV 45 RECH 8

Subject: The New Trans-European Transport Network Policy
Planning and implementation issues
– Presidency conclusions and joint press release of the Presidency and
Commission

As an outcome of the Informal Council of the Transport Ministers on 8 February 2011, delegations will find attached Presidency conclusions on the above-mentioned issue (Annex I) and the related press release (Annex II).

Presidency Conclusions

As regards the revision of the Trans-European Transport Network (TEN-T) policy, the Presidency

WELCOMES the progress concerning the revision of the TEN-T policy since the publication of the Green Paper and the relevant Council Conclusions of 15 June 2009.

WELCOMES the European Commission Staff Working document "The future TEN-T policy – issues of planning and implementation" submitted in view of this Informal Ministerial Meeting.

AGREES that the renewed TEN-T policy should contribute to boosting economic growth, enhancing Europe's competitiveness and the balanced development of European regions.

EXPRESSES the expectations that the renewed TEN-T policy will allow to effectively link all parts of the Union so that every Member State enjoys full access to the internal market.

STRESSES Member States' support for the dual layer network structure, and in particular the added value of the core network for the European Union.

RECOGNISES that the methodology proposed in the Commission's Working document constitutes a good basis for determining the core network, which should be enhanced by using estimated future data, and should take account of spatial and regional development strategies of the Member States, especially in less developed regions.

REITERATES that the lack of financial resources due to the current economic crisis does not mean that the extension of the long-term network should be reduced.

WELCOMES the intention of the Commission to take into account Member States' views and to hold high-level bilateral consultations with Member States on the detailed core network maps before presenting its new TEN-T Guidelines proposal.

CALLS for adequate and enhanced financing of TEN-T in the future.

WELCOMES the intention of the Commission to continue to make EU funding available in particular in Member States eligible for Cohesion Fund to develop the comprehensive network in the future, and to be available for those projects which were co-financed by the EU budget up to now.

SUPPORTS the principle that the TEN-T and the cohesion policies could be better coordinated, while the different funds should contribute to their overall policy framework and objectives.

TAKES NOTE of the Commission's proposed innovative approaches to TEN-T implementation such as the corridor approach, the development of innovative financial instruments to better mobilize private financing; however these financial instruments could neither be a systematic solution nor a general alternative to public financing.

WELCOMES the Commission's work made so far and supports the Commission in continuing the TEN-T revision process.

Joint press release of the Presidency and Commission

IP/11/137

Brussels, 8 February 2011

**EU Transport Ministers discuss the future of the
Trans-European Transport Network**

On 8 February 2011, the transport ministers of the 27 Member States, European Commission Vice-President Siim Kallas and Chairman of the TRAN Committee of European Parliament Brian Simpson held a policy debate on the review of the TEN-T trans-European transport network at Gödöllő. The participants of the informal ministerial meeting initiated by the Hungarian Presidency reviewed issues related to transport network planning methodology and financing.

The European Commission is expected to publish its legislative proposal on the review of the TEN-T policy this summer. The ministers' meeting held in Hungary offered an opportunity for a high-level discussion on the future of the TEN-T policy. Member States confirmed to the Hungarian Presidency that its choice to put the TEN-T policy revision on the agenda of this informal ministerial meeting was timely and essential.

Ministers expressed their appreciation for the Presidency's efforts to orient the debate and provided constructive contributions to the questions formulated by the Hungarian Presidency. The Commission Staff Working Document on the new TEN-T policy planning and implementation issues has been confirmed as a good basis for the TEN-T revision. The Commission intends to take into account the Member States' views and hold high-level bilateral consultations with Member States on the detailed core network maps before presenting its new TEN-T Guidelines proposal.

Member States supported the development of a wide comprehensive network while concentrating the efforts on the core network of the highest strategical importance. Broad consensus was reached that the lack of financial resources due to the current economic crisis does not mean that the extension of the long-term network should be reduced. Ministers welcomed the intention of the Commission to continue to make EU funding available to develop the comprehensive network in the future, in particular in Member States eligible for Cohesion Fund. They supported the principle that the TEN-T and the cohesion policies could be better coordinated, while the different funds should contribute to their overall policy framework and objectives. They discussed innovative financing instruments which could better mobilize private financing; however these financial instruments could neither be a systematic solution nor a general alternative to state budget or European Union financing.

Minister of State for Infrastructure Pál Völner, holding the Presidency of Transport Council pointed out: *“Social and economic cohesion cannot be achieved without the construction of all the missing elements of the complete TEN-T network and improving the existing infrastructure elements that are in a poor condition. Insufficient accessibility may slow down economic development in the entire European Union.”*

European Commission Vice-President Siim Kallas, responsible for transport, said: *“This review of the trans-European transport network policy comes at a crucial time for Europe. This will be of vital help if European businesses are to remain competitive and we are to make transport more sustainable. We will need to effectively link the Eastern and Western parts of the Union so that all Member States enjoy full access to the internal market.”*

The Hungarian Presidency, the European Commission and the transport ministers are convinced that the TEN-T policy should contribute to boosting economic growth, enhancing Europe’s competitiveness and sustainability and to facilitating balanced development of the European regions in the future.