



EUROCITIES STATEMENT ON THE REVISED TEN-T GUIDELINES

Cities are Europe's poles of economic activity and invariably the first and final links of the transport chain for passengers and freight. As the network of major European cities, we believe that urban transport arrangements must be an integral dimension of the TEN-T strategy and its implementation in order to achieve a truly integrated network.

We have been contributing to the TEN-T policy review since 2008, responding to consultations¹ and participating in one of the six Commission Expert Groups. We are pleased to note that some progress has been made and that cities have been recognised as crucial economic and socio-cultural nodes on the TEN-T.

In order, however, to ensure the success and efficiency of the new TEN-T strategy, we urge that European institutions take the following recommendations into account when reviewing the Regulation proposal on the TEN-T Guidelines:

POLICY RECOMMENDATIONS:

- **Include cities in the governance and management of the TEN-T, via the 'Corridor Platforms'** (draft Regulation, chapter IV, art. 52.1 and 52.2): As city authorities, we fully support the incorporation of urban nodes into the proposed TEN-T Guidelines and see the need to actively involve cities in the management and development of TEN-T projects. The current situation has been characterised by saturation of some European routes in and around urban centres, where the major interchanges of freight and passengers corridors are located. Greater involvement of city level government would help solve existing problems and prevent them recurring elsewhere. City involvement has so far been marginal and prevents the full potential of TEN-T being exploited for the benefit of communities, regional/national economies and the competitiveness of Europe as a whole.

The major cities located on the corridors should be recognised as key stakeholders in the Corridor Platforms to work closely with the TEN-T coordinators and Member States. City authorities have a public mandate and democratic legitimacy. Involving them meaningfully in the Platforms would help improve the coordination and development of TEN-T projects. Platforms could also be useful structures for economic cooperation between cities and regions along the corridors, and for creating consensus on corridor development plans, which are necessary for the effective functioning of a corridor.

¹Please consult EURO CITIES Statement on the TEN-T: The Urban dimension of international accessibility on www.eurocities.eu (2009)

- **Tackle urban bottlenecks, not only cross-border ones:** Increasingly, urban nodes are facing capacity constraints as demand exceeds the ability of ageing infrastructure to cope. TEN-T as a whole will suffer unless investment is directed at these urban bottlenecks and links between different transport infrastructures are completed. Many urban node schemes are relatively small in terms of overall TEN-T project budgets but they can have a disproportionate effect by facilitating seamless, end-to-end, integrated connections.
- **Give cities direct access to Connecting Europe Facility (CEF) funding:** The revised TEN-T Guidelines have identified cities as crucial nodes on the core network. The accompanying CEF should provide direct access to funding for cities to ensure a quicker realisation of the core network. Cities are best placed to boost the completion of TEN-T projects especially, for example, in the development of the core network and inter-urban connections.
- **Prevent conflicts in the prioritisation between freight and passenger transport in the TEN-T:** The new TEN-T should help to solve the problem of competition on the network between passenger and goods transport. Congestion mostly occurs in urban areas, where there is little space to create separate or additional lanes for both freight and passenger transport. We recommend that all aspects - economic, social and environmental - should be taken into consideration when deciding on which type of transport to prioritise on the networks.
- **Ensure the efficiency of the core and comprehensive networks:** The dual-layer corridor approach is the best both for our economy and for the environment, especially for cities, where the negative impacts (congestion, pollution, CO₂ emissions) are felt most. To ensure this dual approach functions correctly, we need to ensure the efficient use of the two networks. We recommend using the underlying comprehensive network to feed the core network. The comprehensive network should serve regional traffic; the core network on the other hand should be mainly for transnational traffic.

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