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## REVIEW OF THE TRANS-EUROPEAN TRANSPORT NETWORKS: AN OPPORTUNITY TO STRENGTHEN THE MARITIME DIMENSION?

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### Technical note for the Aquamarina meeting of 26 March 2008

1/ The Trans-European Transport Network (TEN-T) was established by a Council and Parliament decision in July 1996. Since that date, it has undergone two major changes:

- in 2001, with the introduction of ports,
- in 2004, following the White Paper on transport policy for 2010, to adapt it among other things to the new dimension of an enlarged European Union.

2/ The 2004 review provided an opportunity to introduce the Motorways of the Sea (MOS) into the TEN-T. MOS are funded from three sources of community co-financing under the EU budget:

- Marco Polo assistance for launching new maritime services, under the heading of modal shift,
- the TEN-T budget for infrastructure and feasibility studies,
- the ERDF.

The TEN-T guidelines for 2004 introduced MOS as priority projects and defined them as cross-border projects. Consequently, from the point of view of the financial regulations they are treated in the same way as cross-border segments of land-based infrastructure.

In 2007, the Commission nominated a coordinator to accelerate the implementation of the MOS: Mr Luis Valente de Oliveira.

3/ The TEN-T will next be reviewed in 2010. In preparation for this, the European Commission will publish a Green Paper at the end of 2008. On the basis of forward studies on the evolution of traffic, this will attempt to estimate needs looking ahead to 2030 and then set the European priorities in this field for the financial period 2014-2020. The Green Paper is therefore linked to the 2008-2009 budget review covering all community policies. Its publication will open a period of consultation between the Commission and Member States.

4/ During the first half of 2008, the Commission wishes to gather opinions and proposals from other actors concerned, including the Regions, which will provide an input to its reflection during the period in which the Green Paper is being drafted. The CPMR is therefore invited to contribute. It is not at this stage a question of proposing new priority axes or corridors, as the CPMR and its Geographical Commissions did in 2003/2004 during the previous review, but of inviting the Commission to take account of new concepts or criteria concerning prioritisation, adapted to the new logistical situation of Europe in the world, and of the Regions in Europe. For example:

- greater territorial differentiation: taking greater account of criteria such as accessibility,
- adaptation of the Motorways of the Sea and Short Sea Shipping to the new geography of traffic,
- infrastructure charging in favour of environmentally-friendly investment (sea, train, canals),
- adaptation to the energy constraints resulting from climate change.