

European Commission  
DG TREN

Date 30. april 2009

International Division

**Response from the Danish Government  
to the Commission Green Paper:**

**TEN-T – A policy review.**

**Towards a better integrated transeuropean transport network at the  
service of the common transport policy**

The Danish Government finds that the development of the transeuropean transport networks is a very important element in the contribution from the transport sector to the economical development in the European Union in general and to the realization of the Internal Market in particular.

The concept of transeuropean transport networks has since the mid nineties given an essential contribution to the realisation of major infrastructure projects across the European Union. A succesful example of this is the Fixed Link across Øresund, which was opened in 2000 and now is a decisive element in the integration across Øresund of the Copenhagen-Malmo region.

Another example that the present legal framework has worked well is priority project no. 20 (Railway corridor between Øresund and Hamburg – (Hannover) including a fixed road and railway Link across the Fehmarn Belt). Based on a treaty between Denmark and Germany signed in September 2008 the work on design and construction of the Fixed Link across the Fehmarn Belt is now ongoing. The project including the railway connections in the hinterland of the Fixed Link is planned to be finalised in 2018. In this way the basis for transport by rail of the major part of the expected increase of the goods transport between Scandinavia and the European Continent will be created within the framework of the transeuropean transport networks.

It is the view of the Danish Government, that the concept of transeuropean transport nets including specific priority projects should continue as an essential element in the development of key transport infrastructure together with national plans for transport infrastructure.

The development and the application of intelligent transport systems (ITS) should play a significant role within all transport modes in the future TEN-T policy.



As far as the concept of 'Motorways of the Sea' is concerned the Danish Government emphasises the need for continued focus on general infrastructure investments when funding specific projects.

The further development of the TEN-T policy should focus on the interaction between the transport modes (co-modality) including ports. This calls for optimizing access from the seaside to ports and hinterland rail and road connections to/from the ports. Inland waterways must be taken into account where appropriate. Finally the efficiency of ports must be seen as an important contributor to the development of the competitiveness of short sea shipping.

Regarding the future development model concerning the legal basis for the development of transeuropean transport networks the view of the Danish Government is the following:

#### Option 1 (present model)

A continued application of the present guidelines for the development of the transeuropean transport networks consisting of a comprehensive network of different transport modes + horizontal measures supplemented with a set of priority projects should not be ruled out. This model has proven its worth over many years and the results, which have been achieved, should not be neglected.

#### Option 2 (Single lawyer of priority projects)

This option is too narrow to meet future challenges of the TEN-T policy. Such a unilateral model would lack adequate flexibility to adjust to varying conditions in member states.

#### Option 3 (Two layer-model with a comprehensive network, a core network based on priority projects and an instrument for defining new priority projects)

The Danish Government can support a further elaboration of this option consisting of two layers: a comprehensive network like in the present model and a core network based on the present priority projects, the latter being supplemented with a 'conceptual pillar' with tools to define new projects of Community importance on a common, objective basis. However, there is a need to clarify this concept of a 'conceptual pillar' to make it 'workable'.