



Motion nr. 9

Name of the person introducing the motion: Miguel Martínez Tomey and Sybren Posthumus

On behalf of the party: Chunta Aragonesista and Fryske Nasjonale Partij

Motion: On transport infrastructure and services to guarantee regional accessibility for all

Whereas:

- i. The EU Transport policy has evolved since the adoption of a Trans-European Transport Network (TEN-T) scheme back in 1996. Today, the TEN-T consists of a core network to be completed by 2030 and a comprehensive network feeding into this, to be completed by 2050. The comprehensive network, will ensure full coverage of the EU and accessibility of all regions. The core network will prioritize the most important links and nodes of the TEN-T, to be fully functional until 2030. Both layers include all transport modes: road, rail, air, inland waterways and maritime transport, as well as intermodal platforms and get EU funding from the Connecting Europe Facility (CEF) with 31.7 billion euros allocated for the financing period 2014-2020.
- ii. Article 4 of Regulation (EU) No 1315/2013 on Union guidelines for the development of the trans-European transport network (TEN-T) states that this network should aim to ensure accessibility for all regions and a balanced coverage of the European territory.
- iii. All EFA members consider both networks to be a strategic investment for a stronger cohesion and sustainable development of their territories in the framework of recovery from the economic crisis.

Considering that

- A. The European Commission has appointed one European Coordinator for each of the nine core network corridors and allocated 80% of the funds of the Connecting Europe Facility in order to guarantee due execution of all the works by 2030.
- B. In spite of that support, some of the core network projects do not seem to progress as steadily as they should while no significant efforts have been made so far to give momentum to the comprehensive network projects which so far do not benefit from any boosting tool.
- C. As a result, many regions have benefited only marginally from the possibilities offered by the TEN-T and CEF regulations and do not have access either to funds under the Juncker Plan, which gives priority to large-scale projects offering a quick return on investment.
- D. Some member States are clearly neglecting the needs of many regions and nations by not investing in their comprehensive network transport connections which results in deteriorating infrastructures and inadequate services which can also hamper the optimal performance of the core network corridors and hold up the recovery from the economic crisis of the most vulnerable areas of our nations and regions.

The European Free Alliance

1. Welcomes the steps already taken by several MEPs among which Jill Evans (MEP for Plaid Cymru) to come to a Written Declaration on this issue in the European Parliament (nr. 0129/2016).
2. Welcomes further steps of our MEP's in this matter to support regional accessibility in the whole of the EU.
3. Urges the European Commission and the member States to strengthen their commitment and instruments aimed at meeting the core network deadlines and then allocate 80% of the CEF funds to the comprehensive network from 2030 on.
4. Calls on them to guarantee that in the meantime due and sufficient level of investment is allocated to the comprehensive network now and appropriate funding and project execution are no longer postponed to the completion of the entire core network.
5. As for the short term, supports initiatives of municipalities, regions and nations to call upon the Commission to pay special attention to covering the whole of the territory of the Union when implementing the TEN-T and CEF between now and the end of the 2014-2020 programming period, in accordance with the principle of territorial cohesion. A detailed evaluation of the territorial impact of the results of the calls for projects under CEF-Transport in 2014 and 2015 should be carried out beforehand in order to provide an objective basis on which to draw up new guidelines.

Explanatory note:

Many member States have traditionally set up their transport networks disregarding the interests and needs of pre-existing nations and regions. This has resulted in serious obstacles to their economic and social development, territorial disruptions and economic decline of entire areas which were before prosperous and well connected to their neighbouring regions regardless of their being in the same or in a different State. In our days, the TEN-T network should not repeat the same damaging practices of the past to our nations and regions. Instead, it should be an opportunity to correct them and to ensure that no one will be left aside of the economic recovery by covering the whole of the territory of the Union in accordance with the principle of territorial cohesion.