



Road and Rail transport corridors along Europe and Asia

Alain Baron, Head of Sector International Transport Relations, DG MOVE

7 September, Geneva

Basics.

- 1- Transport is by nature international and transport relations beyond the EU borders cover all modes and policies.**
- 2 - The external dimension of transport has mostly been developed in the past years as the extension of internal EU transport policy, starting from the TEN-T policy.**
- 3- China (but not exclusively) is now challenging Europe with the launching of its OBOR (One Belt One Road Policy).**
- 4- For Europe, time has come to develop a strategy for its long distance connections to remain a leader in transport and logistics.**

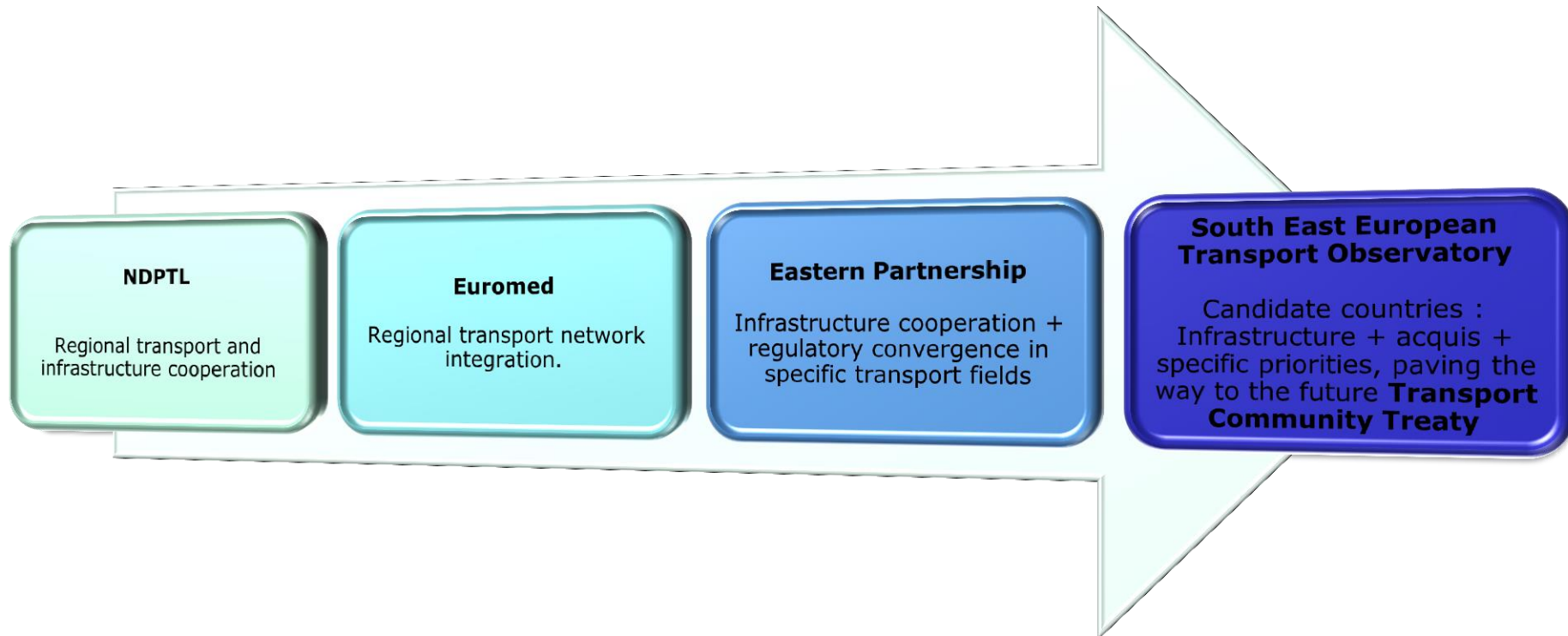
The key elements of the TEN-T policy

- **Well established policy (more than 20 years of experience)**
- **Dual layer approach based on an objective methodology: core (priority) and comprehensive (feeder) network**
- **Common deadlines to achieve network (2030/2050) – financing concentrated on "core"**
- **Ambitious standards for all infrastructures**
- **Corridors and coordinators for implementation**
- **Substantial budget : grants and financial instruments for a total of € 24.05 bn until 2020.**

Infrastructure cooperation beyond the TEN-T:

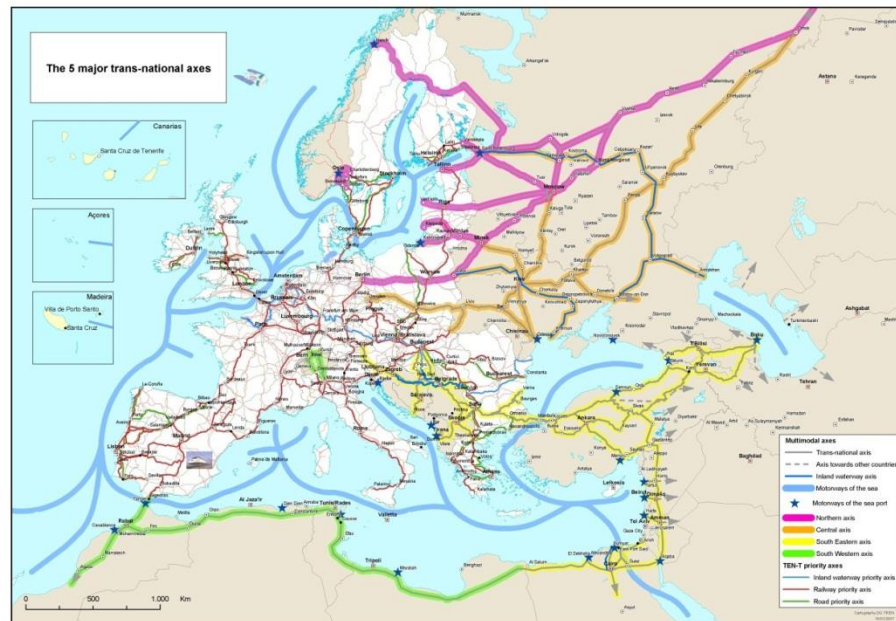
- Regional cooperation covers EaP, Euromed, NDPTL and SEETO (South East Transport Observatory) = enlargement.
- Bilateral cooperation covers high level dialogues and/or commercial negotiations with key partners such as US, Brazil, China, Russia, Turkey, Japan + neighbours.
- Transport cooperation on technical and regulatory aspects is strategic for the EU.
- It provides visible and tangible results, such as network maps, training of staff and the endorsement of EU standards by our partners .

Regional cooperation



A first attempt to go beyond the EU borders: "Connecting the neighbours": (2008 Communication)

1. *Northern Dimension Partnership on Transport and Logistics (Northern Axis)*
2. *Central Axis*
3. *Western Balkan Regional Network*
4. *Turkey – TINA (Transport Infrastructure Needs Assessment)*
5. *TRACECA (Transport Corridor Europe-Caucasus-Asia)*
6. *Mediterranean Axes*



The need to develop a new strategic thinking...

- China will focus considerable energy and resources to build transport infrastructure links all the way to Europe.
- This will have important repercussions for the EU, and its Trans-European Networks as well as for the candidate countries and not least for the countries between EU and China.
- Land transport versus maritime?
- West-East imbalanced trade flows? Subsidies?
- What is behind China's strategy?

...aiming at keeping EU's leadership in transport.

- Asia-Europe trade is the trade route which has one of the highest growth rates for the decades to come.
- For our transport policy, it is therefore essential to consider long-term, long distance Asia-Europe transport development plans, in order to set up an efficient, integrated transport system covering all transport modes...
- But also new technologies in order to make transport operation between our two continents more cost-effective, greener and safer.

Towards a new Europe-Asia connectivity: 4 conditions for a success

- (1) TEN-T remains a key priority : "CEF" combined with the "EFSI" aims at removing the current missing links increasing the efficiency of the EU transport network as a whole, as well as the economic attractiveness of the EU countries.
- (2) Focus on extension of the TEN-T beyond the EU borders looking towards East, WB and South. EaP cooperation could form the future backbone of a renewed Europe-Asia land route.
- (3) Ready for cooperation but with conditions : level playing field (environment, standards, public procurement).
- (4) Not only a single partner, but need to take into account needs of all interested countries, also via international fora (ASEM).



Thank you for your attention

Alain Baron
DG MOVE.E1

