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**Commission's Roadmap to a Single European transport area:
Ambitious goals require ambitious means!**

FIEC welcomes the ambitious White Paper on the European transport policy published on 28/3/2011 by the European Commission. A strong emphasis is made on transport infrastructure, which is recognized as serving the objectives of the EU 2020 Strategy for growth and jobs. Also, mobility of persons and goods is not challenged by the necessary environmental targets.

Regarding the **revision of the TEN-T policy**, FIEC fully supports the European planning strategy proposed by the Commission, which aims at creating a real integrated network, articulated with entry points, multimodal platforms and corridors.

However, FIEC is concerned about the **ambitious modal shift objective in medium-distance transport** (over 300 km) from road towards rail and waterborne transport. This target requires appropriate accompanying measures, in particular regarding the financing of these alternative modes of transport. Moreover, more than 75% of road freight transport in the EU concern trajectories shorter than 200 km.

Regarding the **development of transport infrastructure over the period 2010-2030**, whose amount is estimated at € 1.5 trillion, FIEC advocates for a very clear identification of the available resources. In the absence of a single transport funds, originally supported by Commissioner Kallas, a better coordination of the available co-financing is of the utmost importance (TEN-T budget line, Structural Funds, EIB loans). This coordination must be complemented, for the next programming period, by a revision of the financial regulations in order to clarify in particular the non-cumulation rules on financing.

FIEC also expresses concerns about the promoted recourse to market-based innovative financial instruments, such as Public-Private Partnerships or “infrastructure project bonds”. **These financial instruments must be used in complement of an ambitious European and national public co-financing, and not as an alternative option.**

Finally, FIEC fully supports the **implementation of the “user-pays” and “polluter-pays” principles in all modes** of transport. However, the implementation of transport charges must be linked with the mandatory earmarking of generated revenues to sustainable transport. A greater transparency regarding the corresponding investment is also expected to increase the acceptance of this measure by the users. However, the strong opposition on the earmarking principle observed at the Council regarding the “Eurovignette III” Directive compromises the Commission's objectives...

FIEC is the European Construction Industry Federation, representing via its 34 national Member Federations in 29 countries (27 EU & EFTA, Croatia and Turkey) construction enterprises of all sizes, i.e. craftsmen, small and medium-sized enterprises as well as “global players”, carrying out all forms of building and civil engineering activities.

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