

LJUBLJANA DECLARATION

by the Stakeholders of the CEF Transport Campaign

<https://www.moreEUbudget4transport.org/>

The undersigned European associations representing transport, infrastructure managers, operators, contractors, local and regional authorities, logistics service providers, shippers, users and equipment suppliers in the maritime, inland waterways, railways, road, cycling, aviation and intermodal sectors, as well as supporting industries and companies, endorse the below declaration, and:

- **Underline that there can be no Single European Market without transport.** Transport addresses the mobility needs of more than 500 million European citizens and ensures the flow of goods from more than 11 million EU industries to their customers. It keeps business and trade up and running, enables the completion of the internal market, and enhances tourism. Transport bridges the gap between the different regions of Europe, links the islands with the mainland, and Europe with its neighbours. Urban nodes in particular are an integral part of the Trans-European Transport (TEN-T) core network and their development can contribute to providing sustainable and clean mobility solutions. If transport investment stops, the economy stops.
- **Reaffirm our belief that transport adds value to the daily life of each citizen as a worker, student, traveller and consumer.** A modern and fully integrated transport network, with easy accessibility and high quality services for all customers, is essential for ensuring a good quality of life for all citizens. This is especially important for persons with reduced mobility and, in an ageing society, the elderly.
- **Recall that transport is an enabler of economic growth and jobs, and EU economic and social cohesion.** 1 in 10 Europeans work in the wider transport sector. Investing in transport infrastructure will lead to long term growth and jobs. Every billion invested in the TEN-T core network will create up to 20,000 new jobs, which represents 10 to 15 million extra-jobs by 2030. The IMF estimates that investing 1% of GDP in transport infrastructure will lead to a 1.5% - 2.6% increase in GDP over four years. Transport connectivity can greatly contribute to cohesion, and reduce development disparities between EU countries and regions.
- **Emphasize that investing in environmentally sustainable mobility and infrastructure is a European priority.** The ambitious decarbonisation and Paris agreement targets can only be met if all transport modes implement sustainable projects and continue investing in green innovative solutions, enabling a progression toward low-carbon and low-energy transport systems. Particularly on the freight side, there is a need to invest in a more efficient and smart logistics chain, and to allow for greater efficiencies through increased connectivity between modes. Moreover, sustainable transport infrastructures need to be more resilient to climate change, and provide added value to society, the economy and the ecology.
- **Recognise that transport needs to take full advantage of the opportunities offered by digital and innovate technologies.** In the new era of digitalisation, the transport and logistics sector needs to develop smart technologies in order to be able to continue delivering rapid and efficient services to its customers. The digitalisation and innovation of transport will improve transport management throughout the entire supply chain, leading to savings in terms of time, cost and emissions. It will also lead to a better use of existing capacity and can be used to monitor the condition of transport infrastructures and other transport assets to prevent failure, leading to further cost reductions. Digitalisation is as also an important enabler for multimodality and mitigates the impact of transport on society, in particular improving the transport safety.
- **Highlight that transport is a key facilitator for trade with third countries.** Moving goods from one country to another relies on global transport and logistics networks. The TEN-T network is a key tool to ensure fast and reliable transport of products from all regions of Europe to the world and vice versa. The TEN-T network needs to be completed and its connectivity with third countries should be enhanced. The EU is the world's largest exporter and biggest trader of goods. However, it is estimated that in the next 10 to 15 years, 90% of the world's growth will come from outside of the EU, so the EU has an interest in making sure that companies remain competitive and have access to new markets.
- **Acknowledge that the real EU added value of investing in the TEN-T network can only be fully realised once it has been completed, starting with the core network by 2030.** The transport sector is committed to continue modernising and digitalising transport, improving safety and efficiency, enhancing interoperability and multimodality, and reducing transport CO2 emissions, for the benefit of Europe's citizens and economy. In order to be successful, we call upon European policy makers to:
 - Increase the EU budget for the Connecting Europe Facility (CEF) under the next MFF to facilitate the completion of the core network, requiring 500 billion euro between 2021 and 2030. The TEN-T network sets the right priorities in terms of sustainability and cohesion, and can contribute to facing the current transport challenges. Investing in the TEN-T

projects has a particularly high European added-value: e.g. the removal of bottlenecks, cross-border projects, European nodes and the harmonisation of technical requirements are unlikely to be financed at national level alone...

- **Invest in better and more innovative transport.** For the years to come, Europe faces enormous challenges to remain a competitive, mobile and attractive place to live, and an attractive marketplace for investors. Investments in digital, innovative and sustainable transport projects must be accelerated in order to move towards a greener, truly integrated, modern, accessible-to-all, safer, more secure and efficient transport system
- **Continue providing grants as the conventional tool for funding transport projects on the TEN-T core and comprehensive networks.** Grants are essential to complete the network: most transport projects with a high socio-economic value do not generate sufficient revenues to cover total investment costs. After three years, the current CEF Transport budget has been fully utilised. The CEF Calls were on average 2.5 times oversubscribed with high quality and eligible projects.
- **Believe that the Connecting Europe Facility offers the best guarantee to deliver high EU added value in the transport sector under the next MFF, and provides an opportunity to finance the actual deployment of sustainable transport projects.** A strong CEF with responsible grant management is essential for completing the TEN-T network and greening transport, which will benefit all Europeans. An insufficient budget for transport will put the completion of the TEN-T core network at risk. More EU budget for transport is the best investment plan for Europe.



ACI EUROPE - Airports Council International Europe; **AIM** - European Brands Association; **ARDAN** - Solutions for innovation; **ASECAP** - Association Européenne des Concessionnaires d'Autoroutes et d'Ouvrages à Péage; **A4E** - Airlines for Europe; **CEFIC** - European Chemical Industry Council; **CER** - Community of European Railway and Infrastructure Companies; **CLECAT** - European Association for Forwarding, Transport, Logistics and Customs Services; **CLIA EUROPE** - Cruise Lines International Association; **DYVOLVÉ** - Consulting in Sustainable Urban Mobility; **EBA** - European Boatmen's Association; **EBU** - European Barge Union; **ECASBA** - European Community Association of Shipbrokers and Agents; **ECF** - European Cyclists' Federation; **ECG** - Association of European Vehicle Logistics; **ECSA** - European Community Shipowners' Associations; **EFIP** - European Federation of Inland Ports; **EIM** - European Rail Infrastructure Managers; **EMPA** - European Maritime Pilots' Association; **ERFA** - European Rail Freight Association; **ERRIN** - European Regions Research and Innovation Network; **ESC** - European Shippers' Council; **ESO** - European Skippers' Organisation; **ESPO** - European Sea Ports Organisation; **ETA** - European Tugowners Association; **EuDA** - European Dredging Association; **EUMETNET** - European National Meteorological Services Network; **EUROFER** - European Steel Federation; **EUROPLATFORMS** - European Association of Logistics Platforms; **FEPORT** - Federation of Private Port Operators and Terminals; **FERMED** - Association to improve Railfreight Transportation; **FIEC** - European Construction Industry Federation; **FTA** - Freight Transport Association; **GROUPE SOUFFLET** - Agricultural foods group; **INE** - Inland Navigation Europe; **IRU** - International Road Transport Union; **IWI** - Inland Waterways International; **POLIS** - European Cities and Regions Networking for Innovative Transport Solutions; **UETR** - European Road Haulers Association; **UIP** - International Union of Wagon Keepers; **UIRR** - International Union for Road-Rail Combined Transport; **UNIFE** - Association of European Rail Industry; **UNISTOCK** - European Association of Professional Portside Storekeepers in the Food and Feed chain.