



RESOLUTION:

IMPROVING CROSS-BORDER TRANSPORT CONNECTIONS

*Adopted at the YEPP Congress, Porto, Portugal
On the 16th of May 2015*

Recognising:

- That the revision of the guidelines for the Trans-European Transport Networks (TEN-T) in 2013 with the separation of the expansion plans for road, rail, air and water transport networks into a core network of nine major corridors to be completed by 2030 and a comprehensive network to be completed by 2050 – with the overwhelming majority of Europe's citizens and businesses living no more than 30 minutes' travel from this – was an expedient step to a financeable realisation of these highly ambitious and promising plans;
- That, however, many Member States still predominantly focus on their national transport networks and treat transnational connections shabbily by not connecting national motorway systems or by discontinuing transnational railway connections or refraining from extending them.

Acknowledging:

- That in pre-Schengen times, especially along the Iron Curtain, cross-border transport connections were restricted to long-distance traffic by not including trans-border regions into planning or even deconstructing trans-border infrastructure;
- That in times of the open borders of the Schengen area, cross-border transport connections should be of no less significance than national connections;
- That mid- and short-distance cross-border connections increasingly gain importance with European integration;
- That the existing offer of EU support from the European Territorial Cooperation Objective (INTERREG) for cross-border projects proposed by the Member States apparently is not attractive enough to take advantage of this.

YEPP calls on:

- The European Commission to actively express the supranational interest in cross-border transport infrastructure connections beyond the TEN-T projects vis-à-vis the EU Member States;
- The European Commission to express its readiness to assist them financially with construction or extension of those connections based on the existing INTERREG regulations, consulting with Euroregions – where existing – about necessity and taking cost-benefit analyses into account.