Trans-European transport network: streamlining measures for advancing the realisation

2018/0138(COD) - 17/05/2018 - Legislative proposal

PURPOSE: to streamline permit granting procedures for the implementation of TEN-T (Trans-European Transport Network) core network projects.

PROPOSED ACT: Regulation of the European Parliament and of the Council.

ROLE OF THE EUROPEAN PARLIAMENT: the European Parliament decides in accordance with the ordinary legislative procedure on an equal footing with the Council.

BACKGROUND: this initiative is part of the **third 'Europe on the Move' package**, which delivers on the new industrial policy strategy of September 2017, and is designed to complete the process of enabling Europe to reap the full benefits of the modernisation of mobility.

Investment in transport infrastructure significantly contributes to achieving these objectives. In particular, the **completion of the Trans-European Network for Transport** (TEN-T) core network and its corridors is expected to generate an additional EUR 4.500 billion or 1.8% of EU GDP and account for 13 million job-years until 2030.

Notwithstanding the necessity and binding timelines, experience has shown that many investments aiming to complete the TEN-T are confronted with **complex permit granting procedures, cross-border procurement procedures** and other procedures. This situation jeopardises the on time implementation of projects and in many cases results in significant delays and increased costs.

In order to address these issues and make synchronised TEN-T completion possible,, harmonised action is necessary at Union level.

IMPACT ASSESSMENT: the policy options were based on increasing levels of intervention, ambition and 'cumulative' expected impact. The preferred option is that of a **limited binding action to be decentralised** and implemented at national level.

The specific expected benefits should be as follows:

- time savings in the permit granting procedures;
- 5 billion in user cost savings;
- mobilisation, before 2025, of 84% of total investment in the TEN-T core network;
- 700 million and an estimated reduction in CO2 emissions of 2.686 thousand tonnes for the period 2018-2030;
- 150 million net savings for project promoters and public authorities.

CONTENT: the proposed Regulation seeks **the effective and timely completion of TEN-T across the Union**, by reducing the risk of delays and increasing the level of certainty for project promoters and investors as regards the length of the applicable procedures. Another objective is to facilitate the involvement of private investors and provide more clarity on public consultations.

The main elements of the proposal are as follows:

Priority status of projects of common interest: each project of common interest on the TEN-T core network shall be subject to an integrated permit granting procedure managed by a single competent authority designated by each Member State.

Where priority status exists under national law, projects of common interest shall be granted the status with the highest national significance possible, and be treated as such in permit granting procedures, where and in the manner such treatment is provided for in national legislation applicable to the corresponding types of transport infrastructure.

Integration of the permit granting procedures: the proposal requires that the authorisation of TEN-T projects is handled by one single authority that manages and takes ownership of the overall process and acts as the single entry point for project promoters and other investors.

The proposal deals with the designation and role of such an authority and defines the procedural steps leading to a comprehensive decision authorising the investor to go ahead with the project.

Permit granting procedures are be expected to last up to a maximum of **three years** which is a significant improvement in comparison to the current situation.

Coordination: the proposal stresses the importance of coordinating permit granting procedures across borders and strengthens the role of the European Coordinators in monitoring the permit granting procedure.

Public procurement: the proposal provides for the application of only one legal framework on public procurement for cross-border projects. Unless otherwise specified in an intergovernmental agreement, joint entities developing such projects will apply a single national legislation to procure works and services when implementing the project.