

Agenda 2000: trans-European networks, rules for granting Community financial aid

1998/0101(COD) - 03/05/1999

The Committee adopted the report by Edward KELLETT-BOWMAN (EPP, UK), thereby retabling to Parliament's plenary the amendments not accepted by the Council in its common position last December. The committee is pushing for the regulation to include a reference amount for Community funding of 5.5bn for 2000-2006, although it notes that the annual level of funding will be set by the budgetary authority within the limits of the new Financial Perspective. As regards the distribution of funds within the transport sector, the committee has restated Parliament's position at first reading: 55% at least should go to rail projects, 25% maximum to road projects and 15% to traffic management and telematics projects. The remainder should go to inland waterway, seaport, airport and inland port projects. The committee also wants a maximum of 50% of the Community's funds to go on the Essen priority projects and the remaining 50% on other projects. The report adds that, for projects involving more than one Member State or links with non-EU countries, or projects which are important for environmental protection, the Community share may be up to 20% of the total cost. Via other amendments the committee opposes setting up an indicative multiannual programme as envisaged by the Council and restates the principle that risk capital involving Community funds must also include substantial private-sector investment. It says that it should be possible for funding applications to be submitted directly to the Commission by public or private enterprises, with the agreement, obviously, of the Member State or Member States concerned. It also reaffirms Parliament's position on the commitology aspects.