

Trans-European transport network: Community guidelines

1994/0098(COD) - 19/04/1995

The Committee has adopted the report of Mr. Wilhelm PIECYK. There were more than 300 amendments tabled, not only on the proposal itself, but also on the annexes, where the networks of railways, roads, waterways, airports are defined in detail. The rapporteur stressed that absolute priority should be given to environment-friendly modes of transport and to creating ecologically acceptable transport networks. . But in the Commission proposal there is a considerable gap between ambition and reality. There are only 11 rail links, 57 for combined transport and 26 inland waterway links as against 126 road links. The Committee almost unanimously felt yesterday that this approach must be changed. Also the investments should be modified: rail 40%, road 25%, combined transport 15%, waterways/sea and airports/inland ports /telematics 20%. It was reconfirmed yesterday that the projects proposed by the Christophersen Group are totally unacceptable, because Parliament did not participate in and was not informed. The Committee agreed with the rapporteur that in the proposal the aspect of environmental protection requirements should take account of two points. Firstly, a separate article on environmental requirements is required and, secondly, the Annexes and in particular the list of priority projects, need complete restructuring.