

Trans-European transport network: seaports, inland ports, intermodal terminals and project No 8

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In the conciliation procedure in 1996 on the TENs no agreement could be reached on the way in which ports were to be incorporated in the networks. It was agreed that the Commission would submit a proposal at a later stage. Although he criticizes the fact that this proposal has been presented at a very late stage, rapporteur PIECYK welcomes its approach and structure. The Commission intends to clarify and reinforce the position of seaports, inland ports and intermodal terminals in the Trans-European Networks. These interconnection points are the precondition for interchange between different transport modes. The identification of intermodal interconnection points is also intended to improve the coordination of infrastructure development in general and of projects of common interest in particular. Some 300 seaports, 210 intermodal terminals and 35 inland points in the networks schemes will be considered. The rapporteur takes the view that including inland ports and intermodal terminals is sensible since seaports and interconnection points in the "hinterland" affect each other and are also a significant factor in developing intermodal transport. On behalf of the Committee on Transport and Tourism a number of amendments have been tabled on eligibility criteria and specifications for seaports, inland ports and intermodal terminals. Multimodal link Portugal/Spain with the rest of Europe At the European Council of Essen in December 1994 the Council endorsed a list of 14 TENs priority projects, of which project No 8 is the multimodal link Portugal/Spain with the rest of Europe. It emerged during the conciliation procedure that the Spanish and Portuguese governments intended to alter this project. Parliament insists that an amendment of the project be under the codecision procedure. It is regarded as extremely odd that the Commission should deal with this project No 8, although there is no legal basis for it.