

Trans-European transport network: Community guidelines

1994/0098(COD) - 19/06/1995 - Modified legislative proposal

The Commission's second amended proposal incorporated 67 of the European Parliament's amendments in full and 35 in part (the EP had adopted 159 amendments at first reading). The main amendments introduced by the Commission related to the following points: - the trans-European networks should take account of the aim to protect nature and the countryside; - modes of transport which caused least harm to the environment should be promoted; - projects should be evaluated in light of the alternative options for the infrastructure concerned; - the investment planned for the trans-European networks should have an effect on employment; - coherence and compliance with Community legislation should be guaranteed; - the guidelines were designed to form a reference framework for the implementation of projects of common interest in accordance with their technical and financial viability. They related mainly to the public authorities but also covered the private sector; - the network should be put in place progressively at Community level between now and 2010; - the objectives of the network were clarified: the network should, by example, encourage the strengthening of economic and social cohesion, offer users good quality infrastructures, be interoperable within and between all modes of transport, and interlink the major conurbations and regions of the Community, without bottlenecks; - the components of the network (transport infrastructures, traffic management systems, and positioning and navigation systems) were defined and set out in detail. Issues relating to the interoperability of the network, including telematic services, were covered by separate legislation; - the broad lines of measures included a reference to the creation of interconnection centres located on the periphery of urban centres; - the priorities for action were restructured and supplemented: the first priority was optimisation of the capacity and efficiency of existing infrastructure before establishing a new infrastructure. The idea of the systematic incorporation of modes of transport was also evident in several areas. Finally, a priority was added concerning the completion of projects of particular economic interest, taking into account the impact on the environment and economic and social cohesion; - the concept of potential economic viability was assessed on the basis of the socio-economic costs and benefits; - a new Annex III including an non-exhaustive list of projects due to commence in the next five years was added to the decision; - a new article was specially devoted to environmental requirements. These aspects should be taken into consideration during all phases of the development of the network, planning, design and completion; - the title of the section concerning the inland waterways network was revised and supplemented: a new paragraph included inland ports in the text, following the example of seaports; - with regard to ports (characteristics of the network), the text emphasised the infrastructure aspect of seaports; it clarified the function of ports in coastal shipping, which had significant potential for the harmonious development of the trans-European network which respected the environment; - an article authorised the Commission to define - on request - a project as fulfilling the conditions for projects of common interest. This definition did not imply any right to Community support; - the committee set up for the network had a purely advisory role and had no implementing powers. One of its main tasks was to exchange information between the Commission and the Member States on the development of the network: - the guidelines would be revised every five years and initially on 1 July 1999. It was important to note that the maps had been amended in order to distinguish more clearly between "existing links" and links that were deficient or due to be improved. Similarly, Annex II had been amended to set out the criteria and technical specifications for projects of common interest, particularly as regards nodes and traffic management systems. Finally, the Commission rejected Parliament's amendments aimed at: - including among the broad lines of measures studies based on cost-benefit analyses for the regions concerned and the creation of lasting jobs; - doing away with the main characteristics of the proposed road network; - calling for projects to be assessed on the basis of their compatibility with non-Community networks; - ensuring that all financial support from the Community in the area of trans-European networks complied with environmental requirements; - integrating air links in the combined transport network and doing away with the inclusion of rolling stock in this network; -

calling for an annual report on the effects in terms of job creation and income growth, broken down by region; - calling on the Commission to propose within two years minimum environmental standards for each mode of transport together with a Community pipeline network for the transport of products.