

Guidelines for the development of the trans-European transport network

2001/0229(COD) - 11/03/2004 - Text adopted by Parliament after reconsultation

The European Parliament adopted the resolution drafted by Philip BRADBOURN (EPP-ED, UK) and made several amendments to the Commission's proposals. (Please see the document dated 17/02/2004.) Parliament also inserted the following amendments: -the projects of common interest of the trans-European network of motorways of the sea may also include activities which have wider benefits and are not linked to certain ports, such as ice-breaking, dredging operations and information systems, including traffic management and electronic reporting systems; -if the evaluation and enquiry procedures result in the conclusion that the project or projects in question are likely to have undesired social, economic or environmental consequences, Member States shall consult with the Commission with a view to mitigating such consequences, including the option of withdrawing the project or projects from the priority list; -the Community should concentrate its own resources on reinforcing the basic infrastructure before moving on to the construction of major infrastructure projects with a high economic and environmental impact; -the Commission shall publish a clear framework for financial intervention, annexed to the Community guidelines, which shall state the type of expenditure eligible in terms of equipment, infrastructure and start-up aid, and the procedures for intervention by the various sources of Community funding, namely the TEN budget, the ERDF and the Cohesion Fund; -waterways or canals which link two European motorways of the sea and make a substantial contribution to shortening sea routes, increasing efficiency and saving shipping time shall form part of the trans- European network of motorways of the sea; There are several amendments relating to the 29 priority projects selected by the Commission. Parliament withdrew the bridge project over the Straits of Messina from the priority list. The other amendments to the list of priority projects include: -extension of project 16 for the Sines-Madrid-Paris rail link; -on project 18, measures to improve navigability between Straubing and Vilshofen; -project 21 on motorways of the sea is redefined so that there is a distinction between the Atlantic zone and the North Sea zone. Furthermore, the Commission shall, within one year, identify and publish a list of specific projects upon which work may commence during the current programming period, for each of the seas concerned; - extension of project 25 regarding the Brno/Bratislava-Vienna motorway; -extension of Project 29 to the Black Sea; -two new projects, 29a and 29b. The first concerns the Seine-Schelde River; navigation project, and the second the Railway axis Praha-Linz-Ljubljana. Parliament called for its role in monitoring and controlling new TEN project designs to be enhanced. Parliament must be consulted if the Commission decides to withdraw a project from the priority list. Finally, an amendment introduces a legal basis for the Quick Start list establishing that the European Commission may propose to Parliament and the Council to take forward certain projects on a priority basis.