

Basic information	
1994/0098(COD) COD - Ordinary legislative procedure (ex-codecision procedure) Decision	Procedure completed
Trans-European transport network: Community guidelines Repealed by 2009/0110(COD) Amended by 1997/0358(COD) Amended by 2001/0229(COD) Subject 3.20.11 Trans-European transport networks	

Key players			
European Parliament	Former committee responsible		Former rapporteur
			Appointed
	TRAN Transport and Tourism		PIECYK Willi (PSE)
			26/07/1994
	TRAN Transport and Tourism		PIECYK Willi (PSE)
			26/07/1994
	Former committee for opinion		Former rapporteur for opinion
			Appointed
	BUDG Budgets		PORTO Manuel (ELDR)
			07/09/1994
Council of the European Union	ECON Economic and Monetary Affairs, Industrial Policy		JARZEMBOWSKI Georg (PPE)
			04/10/1994
	REGI Regional Policy		LANGENHAGEN Brigitte (PPE)
			13/09/1994
	ENVI Environment, Public Health and Consumer Protection		DYBKJÆR Lone (ELDR)
			05/10/1994
	Council configuration		Meetings
			Date
	General Affairs		1902
			1996-01-29
	General Affairs		1943
			1996-07-16
	Transport, Telecommunications and Energy		1907
			1996-03-11
	Transport, Telecommunications and Energy		1834
			1995-03-14
	Transport, Telecommunications and Energy		1870
			1995-09-28

Key events			
Date	Event	Reference	Summary
05/04/1994	Additional information		Summary
07/04/1994	Legislative proposal published	COM(1994)0106 	Summary
21/07/1994	Committee referral announced in Parliament, 1st reading		
22/02/1995	Modified legislative proposal published	COM(1995)0048 	Summary
14/03/1995	Debate in Council		Summary
19/04/1995	Vote in committee, 1st reading		Summary
19/04/1995	Committee report tabled for plenary, 1st reading	A4-0096/1995	
17/05/1995	Debate in Parliament		Summary
19/06/1995	Modified legislative proposal published	COM(1995)0298 	Summary
28/09/1995	Council position published	09313/2/1995	Summary
11/10/1995	Committee referral announced in Parliament, 2nd reading		
21/11/1995	Vote in committee, 2nd reading		Summary
21/11/1995	Committee recommendation tabled for plenary, 2nd reading	A4-0292/1995	
12/12/1995	Debate in Parliament		Summary
29/01/1996	Parliament's amendments rejected by Council		Summary
11/03/1996	Debate in Council		Summary
29/05/1996	Formal meeting of Conciliation Committee		
17/06/1996	Final decision by Conciliation Committee		Summary
19/06/1996	Joint text approved by Conciliation Committee co-chairs	3613/1996	
08/07/1996	Report tabled for plenary, 3rd reading	A4-0232/1996	
16/07/1996	Debate in Parliament		Summary
16/07/1996	Decision by Council, 3rd reading		Summary
23/07/1996	Final act signed		
23/07/1996	End of procedure in Parliament		
09/09/1996	Final act published in Official Journal		

Technical information	
Procedure reference	1994/0098(COD)
Procedure type	COD - Ordinary legislative procedure (ex-codecision procedure)
Procedure subtype	Legislation

Legislative instrument	Decision
Amendments and repeals	Repealed by 2009/0110(COD) Amended by 1997/0358(COD) Amended by 2001/0229(COD)
Legal basis	EC Treaty (before Amsterdam) E 129D-p1
Stage reached in procedure	Procedure completed
Committee dossier	CODE/4/07528

Documentation gateway				
European Parliament				
Document type	Committee	Reference	Date	Summary
Committee report tabled for plenary, 1st reading/single reading		A4-0096/1995 OJ C 151 19.06.1995, p. 0003	19/04/1995	
Text adopted by Parliament, 1st reading/single reading		T4-0239/1995 OJ C 151 19.06.1995, p. 0172-0234	18/05/1995	Summary
Committee recommendation tabled for plenary, 2nd reading		A4-0292/1995 OJ C 339 18.12.1995, p. 0005	21/11/1995	
Text adopted by Parliament, 2nd reading		T4-0602/1995 OJ C 017 22.01.1996, p. 0035-0058	13/12/1995	Summary
Report tabled for plenary by Parliament delegation to Conciliation Committee, 3rd reading		A4-0232/1996 OJ C 261 09.09.1996, p. 0005	08/07/1996	
Text adopted by Parliament, 3rd reading		T4-0395/1996 OJ C 261 09.09.1996, p. 0050-0058	17/07/1996	Summary
Council of the EU				
Document type	Reference		Date	Summary
Council position	09313/2/1995 OJ C 331 08.12.1995, p. 0001		28/09/1995	Summary
European Commission				
Document type	Reference		Date	Summary
Legislative proposal	COM(1994)0106  OJ C 220 08.08.1994, p. 0001		07/04/1994	Summary
Modified legislative proposal	COM(1995)0048  OJ C 097 20.04.1995, p. 0001		22/02/1995	Summary
Modified legislative proposal	COM(1995)0298 		19/06/1995	Summary
Commission communication on Council's position	SEC(1995)1429 		09/10/1995	Summary

Commission opinion on Parliament's position at 2nd reading	COM(1996)0016 	24/01/1996	Summary
Follow-up document	SEC(2004)0220 	19/02/2004	
Follow-up document	COM(2007)0094 	13/03/2007	Summary
Follow-up document	SEC(2007)0313 	13/03/2007	
Follow-up document	COM(2009)0005 	20/01/2009	Summary
Follow-up document	SEC(2009)0018 	20/01/2009	Summary
Follow-up document	C(2009)05706	22/07/2009	
Follow-up document	C(2010)3558	08/06/2010	

Other institutions and bodies

Institution/body	Document type	Reference	Date	Summary
CofR	Committee of the Regions: opinion	CDR0176/1994 OJ C 210 14.08.1995, p. 0034	28/09/1994	Summary
EESC	Economic and Social Committee: opinion, report	CES1305/1994 OJ C 397 31.12.1994, p. 0023	23/11/1994	Summary
CSL/EP	Joint text approved by Conciliation Committee co-chairs	3613/1996	19/06/1996	

Additional information

Source	Document	Date
European Commission	EUR-Lex	

Final act

[Decision 1996/1692](#)
[OJ L 228 09.09.1996, p. 0001](#)

[Summary](#)

Trans-European transport network: Community guidelines

1994/0098(COD) - 23/07/1996 - Final act

OBJECTIVE :establishing guidelines covering the objectives, priorities and broad lines of measures envisaged in the sphere of trans-European networks. **COMMUNITY MEASURE**: Decision 1692/96/EC of the European Parliament and the Council on Community guidelines for the development of the trans-European transport network. **SUBSTANCE** : the guidelines are to be considered as the reference framework for action by the Member States and, where appropriate, the Community, towards the implementation of projects of common interest aimed at ensuring the cohesion, interconnection and interoperability of the trans-European transport network as well as access thereto. The network will be gradually put into place up to the year 2010, across the Community, by integrating the land, sea and air transport infrastructure networks, in accordance with the schemes illustrated by the maps shown in Annex I to the Decision. The broad lines of measures envisaged by the EC cover : - establishment and revision of

network schemes; - identification of projects of common interest; - development of the existing network; - promotion of the interoperability of the network; - optimum combination of modes of transport (intermodality); - complementarity of financial interventions; - R&D measures; - cooperation and conclusion of appropriate agreements with third countries concerned by network development. Priority actions include : - the creation or development of the connections needed to eliminate bottlenecks, fill in missing sections and complete major routes; - creation or development of infrastructure improving access to the network, making it possible to link island, landlocked and peripheral regions with the central regions of the Community; - the combination and integration of the various modes of transport; - inclusion of the environmental dimension in the implementation and development of the network; - gradual implementation of the interoperability of network components; - optimization of the capacity and efficiency of existing infrastructure; - establishment or development of interconnection nodes and intermodal interchanges; - improved network safety and reliability; - development and implementation of systems for the management and control of network traffic and of the information needed by network users. When planning and developing the projects, Member States must take account of environmental protection requirements by carrying out environmental impact assessments on projects of common interest. The Commission will submit every five years, and for the first time before 1 July 1999, a report indicating to what extent the guidelines should be revised. DATE OF ENTRY INTO FORCE : 10 September 1996.

Trans-European transport network: Community guidelines

1994/0098(COD) - 16/07/1996

Following the agreement on the joint text that was reached by the Conciliation Committee on 17 June 1996, the Council approved the Decision on Community guidelines by written procedure on 15 July. Given that this was achieved through the codecision procedure and that Parliament, for its part, had also confirmed the joint text at its plenary sitting of 17 July 1996, the decision was definitively adopted.

Trans-European transport network: Community guidelines

1994/0098(COD) - 14/03/1995

Pending Parliament's opinion under the co-decision procedure, the Council held a policy debate on the proposal for a decision on the Community guidelines for the development of the trans-European transport network. The proposal concerns all forms of transport infrastructure - land, sea and air - in a context of intermodal integration. The proposed guidelines are intended to replace the three 'modal' Decisions adopted by the Council on 29 October 1993 (road, inland -waterway and combined- transport networks). They also include railways, ports and airports, and information and management systems for the whole network. After the debate, during which progress was made on some aspects of the proposed Decision, the Council instructed the Permanent Representatives Committee to expedite the discussions, in light of the opinion of the European Parliament, so that a common position could be established as soon as possible. Referring to the conclusions of the Essen European Council, and independently of the proposed Decision, the Council: - stressed the importance it attached to the coherent and rapid development of the trans-European transport network, and in particular the implementation of the 14 priority projects approved by the European Council; - drew attention to the importance of the systems of transport management, especially in the field of air transport.

Trans-European transport network: Community guidelines

1994/0098(COD) - 28/09/1995 - Council position

The Council's common position corresponded closely to the Commission's amended proposal. However, it included a number of changes, the key changes relating to the proposals to exclude from the decision the specific provisions concerning environmental protection requirements and the new Annex III listing the priority infrastructure projects which should commence within five years. Nor did it adopt certain EP amendments relating to the infrastructure projects to be included in the maps in Annex I of the draft decision. The Council also included new provisions aimed at: - supplementing the characteristics of the road network; - including in the high-speed rail network a category of specially built lines to respond to specific situations; - changing the descriptions of the three types of airports; - repealing Decision 78/174/EEC setting up a committee in the field of transport infrastructure; - removing from or adding to the lists certain links relating to road, rail, combined transport and inland waterway networks; - including capital costs for ice-breaking works during winter under port and port-related infrastructure projects involving access to ports from the sea or inland waterways; - amending the specifications of the projects relating to airports. The Council retained the European Parliament's amendment concerning, in particular: - the objectives and nature of the guidelines established by the decision; - the proposal to define the essential requirements relating to interoperability and telematics separately from this decision; - the establishment of the network in accordance with the outline plans indicated on the maps in Annex I and the specifications in Annex II and the proposal to include the strengthening of economic and social cohesion among the detailed objectives; - the definition of the network components as transport infrastructures and management systems; - the addition of three new broad lines of measures; - the addition of certain priorities for Community action; - cooperation with third countries on trans-European transport networks; - the criteria to be met so that a project may be considered of common interest; - the compatibility of projects of common interest with the rules of the Treaty as regards questions of competition; - the removal of articles referring to the specific conditions of each modal network; - with regard to the characteristics of the rail network, the reference to current or new technology to equip lines specially built for high speeds; - the inclusion of new provisions relating to traffic management for inland waterway networks and ports; - the reference to coastal shipping under seaports; - the positioning and navigation network; - the creation within the Commission of a "committee on the trans-European transport network" which did not come under the Council's decision on comitology; - the revision of the guidelines (Commission report to be submitted every five years from 1 July 1999).

Trans-European transport network: Community guidelines

1994/0098(COD) - 20/01/2009 - Follow-up document

This report provides an assessment of the development of the trans-European transport network (TEN-T) following the TEN-T guidelines set out in Decision 1692/96/EC. These guidelines constitute a general reference framework for the implementation of the network and identify projects of common interest. The transport modes covered by the guidelines are: road, rail and inland waterway networks, motorways of the sea, seaports and inland waterway ports, airports and other interconnection points between modal networks, as well as traffic management and navigation systems.

This report covers a two-year period, from 2004 to the end of 2005. The investment data it contains refer to the EU-15, the EU-25 as of 1 May 2004 and the EU-27 as from 1 January 2007. The funds allocated to TEN-T implementation in 2004 and 2005 were analysed for this report, by project and by Member State, with a special focus on priority projects.

The total investment in the TEN-T network in the EU-27 over the two-year period 2004–2005 was approximately EUR 101.74 billion. A general assessment of the sources of TEN-T investment during 2004–2005 shows that national public funding contributed about 76.9%, by far the largest part, and together with loans from EIB accounted for more than 91%. In terms of modes, investment in the 2004–2005 period focused on railways (57%), followed

by roads (27%), airports (9%), ports (5%) and inland waterways (2%).

The report concludes that the total investment in the TEN-T network in the EU-27 over the two-year period 2004–2005 shows an **increase in average annual investment** in the TEN-T network compared with the previous period 2000–2003, with average spending already reaching about EUR 51 billion, a figure significantly higher than in previous years.

Moreover, average total investment as a percentage of GDP in the EU-27 **increased from 0.43% in 2002–03 to 0.47% in 2004–05**. One of the reasons is certainly the increase in grants due to the fact that the 10 new Member States were eligible for this funding from 1 May 2004.

However, a more detailed analysis of the investment shows that in some countries, especially in the EU-15 (Denmark, France, Germany), the total investment as a percentage of GDP was well below the EU average.

Concerning financing, it can be concluded that national public funding still contributed by far the largest part of the investment in the TEN-T network. In order to concentrate the scarce Community funds and to facilitate the coordinated implementation of certain projects, in particular cross-border projects, the Commission has designated 'European Coordinators', in agreement with the Member States concerned and after having consulted the European Parliament. The European Coordinators act in the name of and on behalf of the Commission and should speed up the implementation of the projects of common interest.

The completion of the **30 priority projects for international traffic by 2020 is in general on track**. With an annual investment volume of about EUR 50 billion, transport infrastructure can be improved significantly. Nevertheless, the elimination of cross-border bottlenecks in particular is still lagging behind and needs to be improved.

Trans-European transport network: Community guidelines

1994/0098(COD) - 13/03/2007 - Follow-up document

This report from the Commission concerns the implementation of the Trans-European transport network guidelines (2002–2003). It provides an assessment of the development of the trans-European transport network (TEN-T) following the TEN-T guidelines set out in Decision 1692/96/EC.

The investment data contained in the report refer to the "old" and "new" Member States and to Bulgaria and Romania and a partial distinction is made between EU-15, EU-10 and EU-2 and EU-27 (all three groups of States).

The report concludes that the total investment in the TEN-T network in the EU-27 over the two year period 2002–2003 showed that the average annual investments on the TEN-T network compared with 2000 and 2001 increased.

However, as these investments are calculated in constant prices and after discussions with representatives of the Member States, it is clear that the estimated investment in the TEN-T network can be misleading. Italy, for example, spent more than 22 billion EUR on TEN-T due to a very intensive investment period in the years 2002 and 2003. The average annual investment in these two years was almost double compared with the six previous years; additionally this EUR 22 billion represents more than 25% of the total investments in the EU-27. Taking this fact and when analysing the investments in more detail, it is apparent that the total investments per country in comparison with GDP development – especially in the EU-15 – decreased; in Denmark for example only 0.09% of the GDP was spent for TEN-T, while in Slovenia about 1.46% of the GDP was committed for the development of the TEN-T network.

Concerning financing, it can be concluded that national public funding still contributed by far the largest part of the investments in the TEN-T network. In order to optimise the scarce Community funds and to facilitate the coordinated implementation of certain projects, in particular cross-border projects, the Commission designated, in agreement with the Member States concerned, and after having consulted the European Parliament "European Coordinators". The European Coordinator acts in the name of and on behalf of the Commission and should work to speed up the implementation of the projects of common interest.

The completion of the 30 priority projects for international traffic by 2020 in general, is on track. Thus the annual investment volume in the years 2002 and 2003 was about EUR 40 billion. The elimination of bottlenecks especially on cross-border sections is still lagging behind and needs to be improved.

Trans-European transport network: Community guidelines

1994/0098(COD) - 24/01/1996 - Commission opinion on Parliament's position at 2nd reading

The Commission adopted 39 of the 111 amendments adopted by the EP at second reading and rejected 72. It rejected, in particular, the amendments aimed at modifying the common position that had been accepted. The main amendments incorporated in the amended proposal related primarily to the following points: * Recitals: - adding a specific reference to the environment; - promoting modes of transport that were least harmful to the environment; - including a reference to the need to assess the projects in light of the alternative options; - highlighting the effect of investment on job creation. * Objectives: - clarifying that the network should help to achieve the Community's objectives, and adding a reference to competition; - replacing "quality infrastructures" with "high-quality infrastructures"; - adding a specific reference to damage to the environment; - ensuring that the network was interoperable both within and between modes of transport. * Broad lines of measures: - stipulating that interconnection centres should be established close to urban centres; - including in the broad lines of measures any other actions which proved necessary. * Priorities: - the priorities of the measures concerned the establishment (and development) of connections and the improvement of access to the network; - a new paragraph referring to projects of specific economic interest. * Projects of common interest: - a new paragraph referring to the priority projects (listed in Annex III) which should commence within five years; - to ensure that the Member States implemented the network schemes and facilitated the completion of the projects. * A new article concerning environmental requirements at Community and national level. * Seaports and sea transport: - a new heading for Section 5 and a new wording of the article on ports; - a new article concerning seaports and coastal shipping (description of short-distance coastal shipping). * Inland waterways: - inclusion of a paragraph concerning the network for information exchange and the management of internal navigation. * Annex I - Network schemes: - Road network: the Commission accepted the amendments aimed at adding five connections involving Germany, Ireland and the United Kingdom and doing away with four connections involving Greece, Finland, Portugal and Sweden; - Rail network: as regards conventional lines, five connections were added involving Germany, France and the United Kingdom; as regards specially upgraded high-speed lines, four connections were added involving Germany, the Netherlands, the United Kingdom and Italy; - Inland waterway network: addition of one connection involving Italy; - Combined transport (rail corridors): addition of a connection involving Belgium, the Netherlands and Germany.

Trans-European transport network: Community guidelines

1994/0098(COD) - 29/01/1996

The Council observed that it could not agree to the amendments made by the European Parliament to its common position of 28 September 1995 on Community guidelines for the development of the trans-European transport network. It therefore decided that the Conciliation Committee should be convened in accordance with Article 189b(3) of the Treaty.

Trans-European transport network: Community guidelines

1994/0098(COD) - 11/03/1996

The Council was in favour of initiating the conciliation procedure as quickly as possible and was anxious to reach an agreement with Parliament on Community guidelines for the development of the trans-European transport network. The general disposition was that a compromise should be reached with Parliament on the arrangements required for environmental protection. The Council called on the Permanent Representatives Committee to continue its work and to focus especially on those questions that were still open.

Trans-European transport network: Community guidelines

1994/0098(COD) - 28/09/1994 - Committee of the Regions: opinion

Trans-European transport network: Community guidelines

1994/0098(COD) - 07/04/1994 - Legislative proposal

This proposal for a decision aimed to adopt the guidelines to be implemented in the transport sector, in accordance with the provisions of Chapter XII of the Treaty on European Union, on trans-European networks. The trans-European transport network, as envisaged, had the following characteristics: - roads: 58 000 km to be built, modernised or realigned; - railways: 70 000 km of lines, including 23 000 km of high-speed lines and conventional lines modernised to take speeds of over 200 km/h; - inland waterways: 12 000 km of waterways; - combined transport: development of well-equipped intermodal corridors and platforms to ensure effective transshipment of goods between railways, roads, inland waterways and shipping routes; - airports: 250 of Community significance; - European radio navigation system, based on satellites: this would help the network to function correctly and safely. The investment needed to develop this network amounted to around ECU 400 billion over the next 15 years. Public funding would be supplemented by public/private partnerships, the arrangements for which were being examined within a working party chaired by Commissioner Christophersen.

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 a 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.

Trans-European transport network: Community guidelines

1994/0098(COD) - 23/11/1994 - Economic and Social Committee: opinion, report

Trans-European transport network: Community guidelines

1994/0098(COD) - 09/10/1995 - Commission communication on Council's position

The Commission accepted the common position since a number of significant amendments tabled by the EP and taken over by the Commission in its amended proposal had been retained. However, the Commission maintained its proposal with regard to a number of amendments that had been put forward by the EP and the Commission yet excluded from the common position, particularly the issue of the environment and the priority projects.

Trans-European transport network: Community guidelines

1994/0098(COD) - 18/05/1995 - Text adopted by Parliament, 1st reading/single reading

In adopting the report by Mr Wilhelm Ernst Piecyk, the European Parliament approved the Commission proposal. The EP's amendments introduced new provisions aimed, in particular, at calling for environmental impact studies (protection of nature and the countryside) during the implementation of projects of common interest. They also stressed the importance of safeguarding the improvement, coherence and interoperability of the trans-European transport network, the creation of sustainable jobs in proportion to the level of investment, the safety of sea transport, and the air traffic control system. Furthermore, the European Parliament added several projects to the 14 priority projects to supplement the maps of the various networks: - Road network: the EP added over 15 new projects concerning Belgium, Germany, Ireland, the Netherlands, Finland, France, Spain, and the United Kingdom in particular; - Rail network: in particular, the EP included the following in the network: the Antwerp-Ruhr rail link with links to Rotterdam and Zeebrugge; a series of projects in Germany and the United Kingdom; a Madrid-Valencia-Barcelona high-speed train link; two rail lines in Sicily; improvement of the Berlin-Moscow line; a Porto-Vigo high-speed link; a project for a piggyback link across the Central Pyrenees; the Dunkerque-Channel Tunnel link; - Inland waterways: the EP called for the map for Italy to include the network between Veneto and the Po plain, and added the Igoumenitsa-Patras-Cyprus-North Africa network; - Combined transport: the EP added projects relating to the United Kingdom, Italy, Germany, Belgium, the Netherlands and Finland; - Ports: the EP added projects concerning Denmark, Germany, the United Kingdom, the Canary Islands, the Azores and Madeira; - Airports: the EP called for the port of Antwerp to be classed as a seaport, for Stansted Airport to be included, and for Shannon Airport to be granted the status of a Community connecting point.

Trans-European transport network: Community guidelines

1994/0098(COD) - 17/07/1996 - Text adopted by Parliament, 3rd reading

Parliament approved the joint text.

Trans-European transport network: Community guidelines

1994/0098(COD) - 13/12/1995 - Text adopted by Parliament, 2nd reading

In adopting the report by M. PIECYK (PSE, D), the European Parliament approved the common position of the Council with a large number of amendments. The main amendments essentially cover the following aspects: - an environment-friendly networks policy under which appropriations are allocated as follows: 40% for rail infrastructure, 15% for combined transport, a maximum of 25% for roads and for the consolidation of inland waterway and sea transport; - the priority projects are indicated in the directive (presentation of the 'main priorities' including the Malpensa-Linate airport complex, plus the list of other Europe-wide projects or projects connecting to third countries); - the taking into account of environmental requirements during planning, building and further development of the network at Community and national level; - every five years, and for the first time before 1 July 1999, the Commission shall submit a report stating whether the guidelines should be brought into line with economic and transport developments and the conclusions of the strategic assessment of the environmental impact of the global network.

Trans-European transport network: Community guidelines

1994/0098(COD) - 20/01/2009 - Follow-up document

This Commission Staff Working Document accompanies the report from the Commission on the implementation of the Trans-European Transport Network Guidelines 2004-2005 pursuant to Article 18 of Decision 1692/96/EC.

Part 1 concerns the **implementation in general**. In particular, it considers the main developments on the TEN-T modal networks (i.e. road, rail, inland waterways, ports, airports and combined transport).

Part 2 looks at the **horizontal issues** of interoperability, research and development, and environmental protection.

In part 3 there is a general assessment of the development of the TEN-T during the period in question and a more detailed section on the TEN-T **priority projects**.

Part 4 on Community **funding** provides an overview of the financing of TEN-T with particular reference to financial support from the EU during the reference period.

Trans-European transport network: Community guidelines

1994/0098(COD) - 22/02/1995 - Modified legislative proposal

Following the recommendations of the Essen European Council and the demands of the European Parliament, the Commission has amended its proposal as follows: - Annex I to the initial proposal has been amended in order to take account of enlargement to Austria, Finland and Sweden; - an additional provision has been added to Article 10 on the railway network in order to take account of new high-speed technologies (e.g. subject to adequate conditions of interoperability of systems such as TRANSRAPID); - an Annex III containing a list of projects which should start up in the next five years has been inserted. The list of projects is indicative as regards investments in infrastructure over the first five of the next fifteen years when the trans-European transport network is established, as defined in the guidelines. The list includes: - the 14 projects which the Essen European Council defined as priority projects ready for implementation (Berlin-Munich-Verone TGV; Paris-Brussels-Cologne-Amsterdam-London TGV; TGV South; Paris-East-South Germany TGV; Betuwe line; Lyon-Torino-Milan-Venice-Trieste TGV; Patras-Thessalonica motorway; Lisbon-Valladolid motorway; Cork-Dublin-Belfast-Larne-Stranraer rail link; Malpensa Airport; rail/road link between Denmark and Sweden; Nordic triangle; Ireland-United Kingdom - Benelux road link; west coast main line); - 21 other important projects which complement the above 14 projects with a view to structured development of the trans-European transport network; - 5 pilot projects which will allow logistics to be introduced into the transport network.