Basic information

1997/2072(COS) COS - Procedure on a strategy paper (historic)	Procedure completed
Connecting the Union's tranport infrastructure network. A cooperative pan-European transport network policy **Subject** 3.20.11 Trans-European transport networks	

Key players

European Parliament

Committee responsible	Rapporteur	Appointed
TRAN Transport and Tourism	SISÓ CRUELLAS Joaquín (PPE)	23/09/1997

Committee for opinion	Rapporteur for opinion	Appointed
RELA External Economic Relations	LEPERRE-VERRIER Odile (ARE)	23/07/1997

Council of the European Union

Key events

Date	Event	Reference	Summary
23/04/1997	Non-legislative basic document published	COM(1997)0172	Summary
16/05/1997	Committee referral announced in Parliament		
23/06/1998	Vote in committee		Summary
23/06/1998	Committee report tabled for plenary	A4-0241/1998	
06/10/1998	Debate in Parliament		
07/10/1998	End of procedure in Parliament		
26/10/1998	Final act published in Official Journal		

Technical information

Procedure reference	1997/2072(COS)
Procedure type	COS - Procedure on a strategy paper (historic)

Procedure subtype	Commission strategy paper
Legal basis	Rules of Procedure EP 148
Stage reached in procedure	Procedure completed
Committee dossier	TRAN/4/08828

Documentation gateway

European Parliament

Document type	Committee	Reference	Date	Summary
Committee report tabled for plenary, single reading		A4-0241/1998 OJ C 226 20.07.1998, p. 0003	23/06/1998	
Text adopted by Parliament, single reading		T4-0559/1998 OJ C 328 26.10.1998, p. 0074-0098	07/10/1998	Summary

European Commission

Document type	Reference	Date	Summary
Non-legislative basic document	COM(1997)0172	23/04/1997	Summary
Document attached to the procedure	SEC(1997)1227	20/06/1997	Summary

Other institutions and bodies

Institution/body	Document type	Reference	Date	Summary
EESC	Economic and Social Committee: opinion, report	CES0298/1998 OJ C 129 27.04.1998, p. 0075	26/02/1998	

Connecting the Union's tranport infrastructure network. A cooperative pan-European transport network policy

1997/2072(COS) - 23/04/1997 - Non-legislative basic document

OBJECTIVE: The purpose of this communication is to define the outline of a pan-European transport network policy, grouping the EU, the countries of central and eastern Europe, the former Soviet republics and the countries of the Mediterranean region. The goal is to create interoperable infrastructures which use intelligent transport systems and are compatible with environmental objectives. SUBSTANCE: The interconnection of the EU's transport infrastructures with those of its neighbours calls for the establishment of a pan-European strategy. The Commission believes it is vital to define a global strategy for a pan-European network, from the vantage points of both geographical scope and aspects covered. The pan-European network will cover not only western Europe but also the countries of central and eastern Europe, the former Soviet republics and the Union's partners in the Mediterranean region. This global approach will have to take account of the particular situation of the applicant countries, which are in process of evaluating their transport infrastructure needs together with the Union. - The Commission's approach presupposes the creation of a large-scale partnership mechanism encompassing five areas of action for sustainable mobility: 1) the definition of pan-European corridors and areas, as a framework for ensuring efficient transport services with all the Community's neighbours. The Commission will encourage all the countries of Europe, the international financial institutions and the private sector to make every effort to establish these corridors. Hitherto, the main corridors have concerned road and rail transport and, to a lesser extent, inland waterways (e.g. navigation of the Danube). However, the aim of a specifically pan-European corridor is to promote multimodal transport from the moment of conception. The corridor model is far less suitable for the Black Sea and Aegean regions, the Mediterranean basin and the Adriatic. The notion of 'zone' has therefore been added to complement it, the aim being to institute an improved combination of links, nodes and navigation and aviation facilities; 2) extension of the trans-European networks to the applicant countries as part of the pre-accession strategy; 3) a common European approach to transport technology, especially so as to ensure interoperability (the main

concern here is to harmonize the technical specifications and standards applicable to transport); 4) the promotion of intelligent transport technologies across the pan-European network (telematics, automatic signalling, etc); 5) R & D cooperation (especially within the fifth framework programme for research and technological development, in which a substantial part of strategic transport research has been concerned with bringing in the countries of central and eastern Europe). The Commission considers that attention must be paid in all circumstances ro environmental concerns in the planning and development of the pan-European transport network: sustainable mobility in Europe taken as a whole must be an integral part of the development of transport infrastructures. Strategic environmental assessment, accompanied by social and economic evaluation, must be the cornerstone of the entire strategy for the pan-European network. Partnership will also have to embrace the financial, institutional and legislative aspects: - Concerning the financial aspects, most infrastructural investment will come from national sources (a large proportion being supplied by the public sector). The necessary investment will, however, also require private-sector support, as well as appropriate Community funding to trigger it off. In the case of the applicant countries, aid will be supplied by the international financial institutions (the BERD, the World Bank, the EIB, the EIF). - With respect to the pre-accession strategy instruments, a trans-European networks programme must be created involving a number of countries. This will strengthen the overall functioning of the market economy in the applicant countries and accelerate their adoption of the acquis communautaire and the full development of joint policies. For the TACIS countries and the Mediterranean basin countries, consideration will be given to putting more stress on expenditure on transport networks. The Commission will take the necessary action to ensure horizontal coordination and compatibility between the various budget instruments for transport network investment. - The institutional and legislative aspects of partnership will be based on the broad spectrum of existing organizations: the Helsinki Pan-European Transport Conference, the G-24 transport working group, the ECMT and the conference of transport ministers of the Mediterranean countries.

Connecting the Union's tranport infrastructure network. A cooperative pan-European transport network policy

1997/2072(COS) - 20/06/1997 - Document attached to the procedure

In a Commission working document relating to the rational use of transport systems, the Commission conducted a general review of Community policy on internal transport (with the financing and implementation of trans-European transport networks) and on the Community approach to the countries of the East in this regard. The document sought essentially to supplement the Commission communication entitled 'Connecting the Union's transport infrastructure network. A cooperative pan-European transport network policy' (COM(97)172). This document, drawn up with a view to the Third Pan-European Transport Conference (Helsinki, 23-25 June 1997): - provided background information for the work on pursuing the pan-European transport policy and the establishment of infrastructure, in particular for its rational use; - highlighted the way in which existing Community policies (for example TEN, R&D, financial instruments and TINA, i.e. 'Transport Infrastructure Needs Assessment', a process launched at the EU Council on 28 September 1995) contributed to the rational use of transport systems and networks; and - presented, in its broad lines, a pan-European approach to the rational use of transport systems. Among the most interesting elements presented as part of this pan-European approach, particular mention should be made of the following five objectives: 1) within the framework of the G24, to encourage work on the GNSS (Global Navigation Satellite System) with a view to extending it to all the neighbouring European countries; 2) to promote the idea of a European Rail Traffic Management System (ERTMS) for pan-European rail transport corridors and zones; 3) to assist the introduction of a coherent system for monitoring vessels in European waters; 4) to promote the interoperability of road traffic management systems outside the borders of the Union; 5) to support the activities to encourage more effective management of air traffic throughout the European continent. The existing structures would be used fully in the initial period. In the field of research, closer cooperation would be encouraged to promote the concept of sustainable mobility in Europe and the rational use of transport systems.

Connecting the Union's tranport infrastructure network. A cooperative pan-European transport network policy

1997/2072(COS) - 07/10/1998 - Text adopted by Parliament, single reading

In adopting the report by Mr Joaquín SIS CRUELLAS (PPE, E) on the pan-European transport network, the European Parliament supported the concept of pan-European partnerships for the development and coordination of transport networks between the Union and its neighbouring states. It was convinced that improving transport links between the European Union and the neighbouring countries would contribute significantly to the growth, employment and overall competitiveness of the Union. Improving transport infrastructure would also help the applicant countries to prepare for accession (especially landlocked regions). It stressed the importance of coordination of the various participants in this context and called for all relevant Memorandums of Understanding to be concluded so as to make progress on implementing the relevant corridors, and supported the Commission's approach, in selecting projects for support in the neighbouring countries, of applying the same criteria already established in the guidelines for the trans-European networks for selecting projects in the EU. At the same time it called for the aim of shifting traffic to more environmentally friendly modes of transport to be borne in mind when developing transport corridors to neighbouring states, and called on the Commission in this connection to devote particular attention to promoting combined transport and public passenger transport and expanding the rail freight freeways and inland waterways. In the field of research, it stressed that the main emphasis should be placed on strengthening intermodality and the interoperability of different transport systems. It recommended that the concept of pan-European corridors be supplemented with four new transport zones (Europe's Arctic region, the Black Sea, the Mediterranean and the Adriatic and Ionian Sea region) and welcomed the new transport route which had been added in south-east Europe (former Yugoslavia). It also welcomed the proposal for an agreement negotiated by the Commission with Switzerland concerning land transport in the Alps. Parliament welcomed the reorientation of the PHARE programme with a view to the forthcoming enlargement, and recommended the establishment of horizontal project infrastructure facilities with which interregional and cross-border projects of European significance could be promoted. It called, in future deliberations on the reorganisation of TACIS and MEDA, for infrastructure improvements, particularly with respect to environmentally friendly rail and inland waterway transport, to be regarded as worthy of encouragement. It called on the European Investment Bank to play a greater role in the expansion of the transport infrastructure in regions neighbouring the EU with long-term and low-interest loans. It called on the Commission to bring the TINA process of assessing the transport infrastructure needs of the associated countries to a swift conclusion and to present the European Parliament with the scheduled report on the economic feasibility of projects in these countries without delay. In the financial field, in the

light of the limited financial resources available in the EU's neighbouring countries, Parliament suggested that the concept of public-private partnerships (PPPs) should be extended to infrastructure projects in these countries and called on the Commission to ensure that the appropriate framework conditions were put in place. It expected from the Commission a regular assessment of the implementation of the planned strategy (funding, timetable, etc.) in the applicant countries, and called on it to report on the coordination of the various programmes so far established (PHARE, TACIS, MEDA, INTERREG, TEN).