Basic information

1998/2126(COS) COS - Procedure on a strategy paper (historic)	Procedure completed
Trans-European transport network: progress and implementation of the 14 Essen projects, December 1994. 1998 report **Subject** 3.20.11 Trans-European transport networks	

Key players

European Parliament	**Committee responsible**	**Rapporteur**	**Appointed**
	TRAN Transport and Tourism	CAMISÓN ASENSIO Felipe (PPE)	02/09/1998
	Committee for opinion	**Rapporteur for opinion**	**Appointed**
	BUDG Budgets	KELLETT-BOWMAN Edward T. (PPE)	24/11/1998
Council of the European Union			

Key events

Date	Event	Reference	Summary
03/06/1998	Non-legislative basic document published	COM(1998)0356	Summary
04/11/1998	Committee referral announced in Parliament		
20/01/1999	Vote in committee		Summary
20/01/1999	Committee report tabled for plenary	A4-0010/1999	
09/02/1999	End of procedure in Parliament		
28/05/1999	Final act published in Official Journal		

Technical information

Procedure reference	1998/2126(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/4/10201

Documentation gateway

European Parliament

Document type	Committee	Reference	Date	Summary
Committee report tabled for plenary, single reading		A4-0010/1999 OJ C 150 28.05.1999, p. 0003	20/01/1999	
Text adopted by Parliament, single reading		T4-0068/1999 OJ C 150 28.05.1999, p. 0016-0036	09/02/1999	Summary

European Commission

Document type	Reference	Date	Summary
Non-legislative basic document	COM(1998)0356	03/06/1998	Summary
Supplementary non-legislative basic document	COM(1998)0391	02/10/1998	Summary

Trans-European transport network: progress and implementation of the 14 Essen projects, December 1994. 1998 report

1998/2126(COS) - 03/06/1998 - Non-legislative basic document

PURPOSE : This report concerns the trans-European transport network and provides an update on the progress and implementation of the 14 projects decided in Essen. PURPOSE : The Luxembourg Council of 20-21 November 1997 emphasised the importance of the trans-European Networks (TENs) as one of the major ways of supporting growth in the EU, and an essential complement of the single market. The Luxembourg Council asked that a timetable and financial plan be completed for each of the fourteen specific projects. Member States have now identified timetables and projected investment costs for the priority projects. This report provides an overall assessment. Each of the projects has its own specific features, and it is difficult to make general statements, according to the Commission. Taken overall, however, there has been significant progress : three of the projects are close to completion (conventional rail link between Cork, Dublin, Belfast, Larne; Malpensa Airport, Oresund fixed link) all are under construction or at an advanced state of preparation and most are likely to be completed by around 2005. There has, however, been some slippage due to : - the intrinsic complexity of the projects, which means that some of the timescales proposed were unrealistic, given the technical, legislative and administrative hurdles and the need to give full consideration to the environmental implications; -constraints on the availability of public finance at a time of rigorous budgetary consolidation. Given these constraints, the fact that most of the projects are now firmly on track, with only limited slippage, is a significant achievement, as is the recent passing of some major milestones such as the first completely high speed link between European capitals (Brussels to Paris) inaugurated in December 1997. EU level finance has made a major contribution to the priority projects. This is particularly the case for the projects in areas eligible for Structural and Cohesion Fund spending (Ireland and Greece). The TEN Transport budget, with more modest amounts available (around 1.8 BECU 1995-99) has nonetheless had a considerable impact in helping to launch major projects such as the Oresund fixed link and the Belgian high speed train. The EIB is a major source of loan funding for TENs projects, advancing 1.4 BECU to the 14 priority projects in 1997 alone, while the EIF committed exposure towards the priority projects has reached around 350 million ECU. The timetables submitted by the Member States suggest that there will be a very substantial increase in expenditure on the 14 priority projects during the 2000-2006 period, with many of the larger projects moving into the full construction phase. According to the Commission, this could result in investment at close to double the level seen in 1995-99. In a number of cases, the Community contribution will be a determining factor in the financial viability of the project. The Commission also intends to continue its efforts to make Community support as effective as possible by concentrating funds on key projects. The EIB's increasing willingness to develop its loan instruments so that they are better suited to the timescale and risk profile of individual projects will play an important role, not least in the development of financing packages for public-private partnerships. A major effort is needed to prepare for theextension of TENS to the accession countries, for which ISPA will be the main instrument for EU grant funding from 2000.

Trans-European transport network: progress and implementation of the 14 Essen projects, December 1994. 1998 report

1998/2126(COS) - 02/10/1998 - Supplementary non-legislative basic document

The European Commission submitted its "1997 annual report on trans-European networks (TENs)" to the European Parliament, the Council, the Economic and Social Committee and the Committee of the Regions pursuant to article 16 of Regulation 2236/95/EC on financial assistance for trans-European networks. Following an assessment of the main developments in TENs in 1997, the Commission document emphasises that significant progress has been made in several TEN projects in all three sectors and highlighted the following points: a) Legal aspects: - amendment of article 129 C (1) and 129 D of the Treaty of Amsterdam; - telecommunications guidelines adopted; - list of TEN projects of common interest in the energy sector and their specifications updated; - Commission proposal to extend the programme on the interchange of data between administrations (IDA); - Commission proposal to amend the guidelines on TENs in the transport sector in order to include sea ports, inland ports and intermodal terminals. b) Funding: - publication of the Agenda 2000 confirming the priority nature of TEN funding for the next financial period; - recommendations by the High Level Group on measures to facilitate public/private partnerships within the framework of projects in the transport sector; - Commission communications concerning the general implementation of recommendations on aspects relating to competition; - examination of EIB action to support TENs; - recommendation that each "priority" transport project keep to a suitable timetable and financial plan. c) Enlargement and external relations: - Agenda 2000 emphasised the importance of TENs in creating new links with applicant countries; - the third pan-European conference on transport (Helsinki) allowed the addition of an extra corridor and four transport zones, the strengthening of multi-modality and the importance of intelligent transport systems; - publication of two communications concerning links between transport and energy systems in the European Union and neighbouring countries; - the transport infrastructure needs assessment (TINA) has reached cruising speed with the implementation of the technical secretariat in Vienna.

Trans-European transport network: progress and implementation of the 14 Essen projects, December 1994. 1998 report

1998/2126(COS) - 09/02/1999 - Text adopted by Parliament, single reading

The resolution on the Commission report: "Trans-European Network: Report on progress and implementation of the fourteen Essen projects, 1998" was approved without debate by the European Parliament. This report, by Felipe Camisón Asensio (PPE,ES) expresses the Parliament's regret that for five of the fourteen projects, both timetables and funding remain in doubt and that the Commission communication apparently accepts this state of affairs. It urges the Commission and Member States to make every effort to speed up progress on these projects and stresses the need for Member States to maintain public investment in the transport TENs. The report also reaffirms the need for a wide range of integrated measures related to the funding of these projects, to enable them to make progress and finally calls on the Council presidency to convene a joint meeting of the Councils of Transport and Finance Ministers, to find solutions to the problems relating to the timetables and funding for the transport TENs as a whole.