

Basic information	
2000/2004(COS) COS - Procedure on a strategy paper (historic)	Procedure completed
Trans-European networks: rules for granting financial assistance (Regulation (EC) No 2236/95). 1998 annual report Subject 3.20.11 Trans-European transport networks 3.30.20 Trans-European communications networks 3.60.06 Trans-European energy networks	

Key players				
European Parliament	Committee responsible		Rapporteur	Appointed
	RETT	Regional Policy, Transport and Tourism	HATZIDAKIS Konstantinos (PPE-DE)	24/11/1999
	Committee for opinion		Rapporteur for opinion	Appointed
	BUDG	Budgets	SBARBATI Luciana (ELDR)	27/01/2000
	CONT	Budgetary Control	The committee decided not to give an opinion.	
	ITRE	Industry, External Trade, Research, Energy	The committee decided not to give an opinion.	
	Council of the European Union			

Key events			
Date	Event	Reference	Summary
15/09/1999	Non-legislative basic document published	COM(1999)0410 	
17/01/2000	Committee referral announced in Parliament		
22/03/2000	Vote in committee		Summary
22/03/2000	Committee report tabled for plenary	A5-0076/2000	
03/05/2000	Debate in Parliament		
04/05/2000	End of procedure in Parliament		

07/02/2001	Final act published in Official Journal		
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Technical information	
Procedure reference	2000/2004(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	RETT/5/12090

Documentation gateway				
European Parliament				
Document type	Committee	Reference	Date	Summary
Committee report tabled for plenary, single reading		A5-0076/2000 OJ C 040 07.02.2001, p. 0005	22/03/2000	
Text adopted by Parliament, single reading		T5-0199/2000 OJ C 041 07.02.2001, p. 0027-0050	04/05/2000	Summary
European Commission				
Document type	Reference	Date	Summary	
Follow-up document	COM(1999)0410 	15/09/1999	Summary	

Trans-European networks: rules for granting financial assistance (Regulation (EC) No 2236/95). 1998 annual report

2000/2004(COS) - 15/09/1999

PURPOSE : To present the 1998 Annual Report on Trans-European Networks. **CONTENT :** 1998 was a year of consolidation. It was also a year in which the Commission published several important reports and proposals assessing the progress made and suggesting changes for the future. The report gives details of the guidelines, reports and reviews carried out in this field. In the framework of Agenda 2000, the Commission adopted a proposal to set up an instrument for structural policies for pre-accession (ISPA) destined to help finance transport TENs. With regard to financing, the Commission has proposed revising the TEN financial regulation and the Council adopted its common position on 21.12.1998. The Report sets out the progress achieved on specific projects: Energy : the progress of the ten priority projects identified by the Essen European Council is assessed. All the natural gas projects have advanced well, and the report cites the Iberian and Greek Gas projects. The majority of electricity projects, however, have experienced authorisation problems, which generally arise from the opposition of local environmental protection bodies. Telecommunications: 25 Euro-ISDN projects have been completed by the end of 1998, whilst most of the others are progressing satisfactorily. Transport: Significant progress was made on all 14 specific transport projects identified by the Essen European Council: three of the projects are close to completion, all are under construction or at an advanced state of preparation, and most are likely to be completed by around 2005. Special mention is made regarding positive developments in the HST/combined transport North-South link. Noticeable progress has been made on all sections of the PBKAL. With regard to HST South, work has been launched on several sub-sections of the Madrid-Barcelona section. An intergovernmental conference has been set up for the international section. Construction is expected to start in HST East in 2000/2001 On the PATHE (North-South axis in Greece), work has been accelerated on several sections. On the East-West axis, new sections have been put out for tender. The first phase of Malpensa airport opened in

October 1998. The Construction of the Oresund fixed link will be completed in 2000. The Nordic Triangle Multimodal Corridor saw E18 road upgrading projects near Turku and the Helsinki ring near completion. A report is given of the progress of studies on the Newry-Dundalk corridor (Northern Ireland-Ireland) the West Coast Main Line (UK).

Trans-European networks: rules for granting financial assistance (Regulation (EC) No 2236/95). 1998 annual report

2000/2004(COS) - 04/05/2000 - Text adopted by Parliament, single reading

In adopting the report drafted by Mr Konstantinos HATZIDAKIS (EPP/ED), the European Parliament approves the resolution on the report from the Commission to the Council, the European Parliament, the Economic and Social Committee, and the Committee of the Regions entitled 'Trans-European Networks - 1998 Annual Report' pursuant to Article 16 of Regulation 2236/95 laying down general rules for the granting of Community financial assistance in the field of Trans-European-Networks. Firstly, the European Parliament highlights the need for public-private partnerships (PPP) as a key factor in the development of the TENs network, and at the same time noting the importance of other factors such as environmental issues in this respect. With respect to budgetary resources allocated for the development of a TEN-T which takes account of commercial, social, ecological and macroeconomic criteria, the Parliament considers it necessary to increase them as they are decidedly inadequate. The Commission should also specify in its future annual reports what funding has been provided by national, regional, and local public bodies, and by the private sector with a view to setting up the TEN-T. On the other hand, the European Parliament expresses its disquiet at the fact that 7 out of the 14 Essen projects are still facing difficulties to the extent that their funding is not totally guaranteed and no timetables have been drawn up for their implementation. It is essential for the Member States to honour the commitments endorsed by the Heads of Government at the Essen European Council of 9 and 10 December 1994 regarding the 14 specific TEN-T projects. In addition, the Commission is called upon, together with the governments of Germany, Austria and Italy, to develop a four-sided funding and execution plan, taking into account the use of private and public resources from all three countries and the EU for the Brenner base-level tunnel, in order to ensure that this priority trans-European project can be carried out as soon as possible. The European Parliament calls on the Commission to accord greater importance in the forthcoming revision of the TENs guidelines to improving access from Europe's islands, landlocked and peripheral regions to the central regions, concentrating particularly on the promotion of sustainable transport links. It also believes the Commission should assess the impact of TEN-T investment on the economy, employment and the environment and to provide appropriate justifications for all funding from the Community budget. As regards public contracts, the Parliament calls on the Member States and the Commission to endeavour to make legislation on them for infrastructure projects clear and flexible, since legal certainty is a fundamental precondition for the private sector's participation in the execution of the TEN-T. In conclusion, the European Parliament expresses concern at the fact that, if the revision of the TEN-T guidelines were to concentrate on existing bottlenecks, as announced by the Commission in its work programme for the year 2000, the revision would essentially concern the central regions of the Union, which are those mainly affected by congestion problems and would assign only secondary importance to the situation of the peripheral and outermost regions.