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(Information)

COUNCIL

COMMON POSITION (EC) No 26/2004

adopted by the Council on 14 April 2004

with a view to adopting Decision No .../2004/EC of the European Parliament and of the Council of ... amending Decision No 1692/96/EC on Community guidelines for the development of the trans-European transport network

(Text with EEA relevance)

(2004/C 101E/01)

THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty establishing the European Community, and in particular the first paragraph of Article 156 thereof,

Having regard to the proposal from the Commission ⁽¹⁾,

Having regard to the Opinion of the European Economic and Social Committee ⁽²⁾,

Having regard to the Opinion of the Committee of the Regions ⁽³⁾,

Acting in accordance with the procedure laid down in Article 251 of the Treaty ⁽⁴⁾,

Whereas:

- (1) Decision No 1692/96/EC of the European Parliament and of the Council ⁽⁵⁾ laid down Community guidelines for the trans-European transport network, identifying projects of common interest intended to contribute to the development of that network and, in Annex III, identifying the specific projects to which the European Council attached particular importance at its meetings in Essen in 1994 and in Dublin in 1996.
- (2) Growth in traffic, in particular due to the growing share of heavy goods vehicles, has resulted in increased congestion and bottlenecks on international transport corridors. In order to ensure international mobility of goods and passengers, it is therefore necessary to opti-

mise the capacity of the trans-European transport network.

- (3) The Gothenburg European Council in 2001 invited the Community institutions to adopt revised guidelines for the trans-European transport network, with a view to giving priority, where appropriate, to infrastructure investment for railways, inland waterways, short sea shipping, intermodal operations and effective interconnections. In this framework, the contribution of inland waterways ports and regional airports to the objectives of the trans-European transport network should not be underestimated.
- (4) The forthcoming enlargement of the European Union and the objective of shifting the balance between transport modes, and achieving an infrastructure network capable of meeting growing needs, together with the fact that it could take over ten years to complete some of the priority projects, call for re-examination of the list of projects in Annex III to Decision No 1692/96/EC.
- (5) Bulgaria, the Czech Republic, Cyprus, Estonia, Hungary, Latvia, Lithuania, Malta, Poland, Romania, the Slovak Republic, Slovenia, and Turkey have concluded association agreements and Europe agreements and have applied for membership of the European Union. The transport administrations of eleven of these countries have carried out, with the support of the Commission, a transport infrastructure needs assessment aimed at defining a network according to the same principles as laid down in Decision No 1692/96/EC.

⁽¹⁾ OJ C 362 E, 18.12.2001, p. 205 and OJ C 20 E, 28.1.2003, p. 274.

⁽²⁾ OJ C 125, 27.5.2002, p. 75.

⁽³⁾ OJ C 278, 14.11.2002, p. 7.

⁽⁴⁾ Opinion of the European Parliament of 30 May 2002 (OJ C 187 E, 7.8.2003, p. 130), Council Common Position of 14 April 2004 and Position of the European Parliament of

⁽⁵⁾ OJ L 228, 9.9.1996, p. 1. Decision as last amended by Decision No 1346/2001/EC (OJ L 185, 6.7.2001, p. 1).

- (6) The Barcelona European Council in 2002 underlined the objective of reducing bottlenecks in regions such as the Alps, the Pyrenees and the Baltic Sea.
- (7) The Brussels European Council in December 2003 stressed that the priority projects identified in the guidelines are crucial to the strengthening of Internal Market cohesion, especially in view of the forthcoming enlargement of the Union and of the need to remove bottlenecks and/or complete missing links for the movement of goods (transit) across natural or other barriers or across borders.
- (8) The second Pan-European Transport Conference in Crete in 1994 and the third Pan-European Transport Conference in Helsinki in 1997 identified ten pan-European transport corridors and four pan-European areas as priorities for cooperation between the European Community and the third countries concerned.
- (9) In its report submitted to the Commission on 30 June 2003, the High-Level Group on the trans-European transport network (hereinafter 'the High-Level Group') identified a limited number of priority projects using a methodology based on criteria which include, in particular, their potential economic viability, the degree of commitment on the part of the Member States concerned to keeping to a timetable agreed in advance in the programming of projects, their impact on the mobility of goods and persons between Member States, and their impact on cohesion and sustainable development. The report also includes projects in the new Member States which will join the Union on 1 May 2004. The results of such cooperation should be taken into account.
- (10) Environmental protection requirements should be integrated into the definition and implementation of Community policy in the field of the trans-European networks in accordance with Article 6 of the Treaty. This entails the promotion as a priority of infrastructure for transport modes that cause less damage to the environment, namely rail transport, short sea shipping and inland waterways shipping.
- (11) It is necessary to implement the central objective of decoupling the negative effects of transport growth from growth in GDP, as the Commission proposed in its communication on a European Union strategy for sustainable development.
- (12) Environmental assessment pursuant to Directive 2001/42/EC of the European Parliament and of the Council of 27 June 2001 on the assessment of the effects of certain plans and programmes on the environment ⁽¹⁾ will in the future be carried out for all plans and programmes leading to projects of common interest. Funding for transport infrastructure should also be conditional on the compliance with the provisions of Community environmental legislation, in particular Council Directive 85/337/EEC of 27 June 1985 on the assessment of the effects of certain public and private projects on the environment ⁽²⁾ and Council Directives 79/409/EEC of 2 April 1979 on the conservation of wild birds ⁽³⁾ and 92/43/EEC of 21 May 1992 on the conservation of natural habitats and of wild fauna and flora ⁽⁴⁾.
- (13) The Commission White Paper on the European transport policy calls for an integrated approach combining, *inter alia*, measures to revitalise the rail sector, in particular for freight services, to promote inland waterway shipping and short sea shipping, to encourage greater complementarity between high speed rail and air transport and to promote the development of interoperable intelligent transport systems in order to ensure increased network efficiency and safety.
- (14) The efficiency of the common transport policy depends, *inter alia*, on coherence between the measures to revitalise the rail sector and to develop the rail infrastructure. Directive 2001/12/EC of the European Parliament and of the Council of 26 February 2001 amending Council Directive 91/440/EEC on the development of the Community's railways ⁽⁵⁾ provides for a Trans-European Rail Freight Network open to international freight transport services after 2003. The lines of the Trans-European Rail Freight Network should be considered as part of the rail network defined by the guidelines set out in Decision No 1692/96/EC so that they can benefit from investments and attract traffic from the road.
- (15) Within the general objective of ensuring the sustainable mobility of persons and goods, mechanisms should be put in place to support the development of motorways of the sea between Member States in order to reduce road congestion and/or improve access to peripheral and island regions and States. Establishment of such mechanisms, backed up, *inter alia*, by tendering procedures, should be transparent and geared to needs and should in no way prejudice the Community rules on competition or on public procurement.

⁽¹⁾ OJ L 197, 21.7.2001, p. 30.

⁽²⁾ OJ L 175, 5.7.1985, p. 40. Directive as last amended by Directive 2003/35/EC of the European Parliament and of the Council (OJ L 156, 25.6.2003, p. 17).

⁽³⁾ OJ L 103, 25.4.1979, p. 1. Directive as last amended by Council Regulation (EC) No 807/2003 (OJ L 122, 16.5.2003, p. 36).

⁽⁴⁾ OJ L 206, 22.7.1992, p. 7. Directive as last amended by Regulation (EC) No 1882/2003 of the European Parliament and of the Council (OJ L 284, 31.10.2003, p. 1).

⁽⁵⁾ OJ L 75, 15.3.2001, p. 1.

- (16) Support for the development of the motorways of the sea should be seen as complementary to the provision of Community aid as an incentive to the development of short sea shipping operations under the Marco Polo Programme established by Regulation (EC) No 1382/2003 of the European Parliament and of the Council of 22 July 2003 on the granting of Community financial assistance to improve the environmental performance of the freight transport system (Marco Polo Programme) ⁽¹⁾ and should be based on the same criteria. However, the granting of Community financial assistance under the two instruments should not be cumulative.
- (17) There is a need for declaring priority projects to be of European interest, for concentrating Community financing on such projects and for introducing mechanisms to encourage coordination between Member States in order to facilitate completion of the projects within the desired timetable.
- (18) In accordance with Article 154 of the Treaty, the trans-European network policy should help to strengthen economic and social cohesion within the Community. In order to achieve this objective, efforts should be made to maximise consistency between the Community guidelines for the trans-European transport network and the programming of the relevant financial instruments available at Community level.
- (19) A posteriori evaluation of the priority projects should facilitate future revisions of the guidelines and of the list of priority projects and should help improve the a priori evaluation methods practised by the Member States.
- (20) A situation in which national procedures for the assessment of the environmental and socio-economic impact of a project are carried out separately by Member States may prove to be inappropriate to the transnational dimension of projects declared to be of European interest. In order to resolve this, coordinated evaluation and public consultation procedures or transnational enquiry procedures covering the different Member States concerned and focusing on the socio-economic and environmental aspects should be developed, in addition to joint evaluation methods. These procedures should apply without prejudice to the obligations imposed by the Community legislation on environmental protection.
- (21) Closer coordination between the States involved in projects on the same route may be necessary to improve the return on investments and to make it easier to synchronise investments and to put together a funding package.
- (22) Cross-border sections should be identified by Member States on the basis of criteria to be defined by the Committee set up under Article 18(2) of Decision No 1692/96/EC. The existing references to cross-border sections of the priority projects included in Annex III to that Decision should not prejudice the definition of cross-border sections according to these criteria.
- (23) The Commission has conducted an analysis of the impact of the recommendations made by the High-Level Group. The results show that carrying out the projects identified by the Group, combined with several of the measures under the Common Transport Policy, such as charging for the use of infrastructure and opening up rail freight to competition, would produce significant benefits in terms of time savings, lower emissions and less congestion, better access to peripheral Member States and to the new Member States, and greater general well-being.
- (24) In order to comply with the objectives of the trans-European transport network and to meet the transport challenges of enlargement, a considerable increase in appropriations for the trans-European networks is needed.
- (25) The Commission might decide to propose to the European Parliament and the Council that it is necessary to take forward projects other than those included in Annex III of Decision No 1692/96/EC in order to pursue objectives to boost growth, to better integrate an enlarged Europe and to improve the productivity and competitiveness of European business on global markets, as well as to contribute to the objective of economic, social and territorial cohesion and to intermodality. These projects should be given appropriate priority within the context of Community financing instruments.
- (26) Decision No 1692/96/EC should therefore be amended accordingly,

HAVE ADOPTED THIS DECISION:

Article 1

Decision No 1692/96/EC is hereby amended as follows:

1. in Article 2(1), the date '2010' shall be replaced by '2020';

2. Article 3(2) shall be replaced by the following:

'2. The transport infrastructure shall comprise road, rail and inland waterway networks, motorways of the sea, seaports and inland waterway ports, airports and other interconnection points between modal networks.'

⁽¹⁾ OJ L 196, 2.8.2003, p. 1.

3. Article 5 shall be replaced by the following:

‘Article 5

Priorities

Taking into account the objectives set out in Article 2 and the broad lines of measures set out in Article 4, the priorities shall be:

- (a) establishment and development of the key links and interconnections needed to eliminate bottlenecks, fill in missing sections and complete the main routes, especially their cross-border sections, cross natural barriers, and improve interoperability on major routes;
- (b) establishment and development of infrastructure which promotes the interconnection of national networks in order to facilitate the linkage of islands, or areas similar to islands, as well as landlocked, peripheral and outermost regions and the central regions of the Community, in particular to reduce the high transport costs of these areas;
- (c) the necessary measures for the gradual achievement of an interoperable rail network, including, where feasible, routes adapted for freight transport;
- (d) the necessary measures to promote long-distance, short sea and inland shipping;
- (e) the necessary measures to integrate rail and air transport, especially through rail access to airports, whenever appropriate, and the infrastructures and installations needed;
- (f) optimisation of the capacity and efficiency of existing and new infrastructure, promotion of intermodality and improvement of the safety and reliability of the network by establishing and improving intermodal terminals and their access infrastructure and/or by deploying intelligent systems;
- (g) integration of safety and environmental concerns in the design and implementation of the trans-European transport network;
- (h) development of sustainable mobility of persons and goods in accordance with the objectives of the European Union on sustainable development’;

4. Article 8 shall be replaced by the following:

‘Article 8

Environmental Protection

1. When projects are planned and carried out, environmental protection must be taken into account by the Member States by carrying out, pursuant to Council Directive 85/337/EEC, environmental impact assessments of projects of common interest which are to be implemented and by applying Council Directives 79/409/EEC of 2 April 1979 on the conservation of wild birds (*) and 92/43/EEC.

As from 21 July 2004 an environmental assessment of the plans and programmes leading to such projects, especially where they concern new routes or other important nodal infrastructure development, shall be carried out by Member States pursuant to Directive 2001/42/EC of the European Parliament and of the Council of 27 June 2001 on the assessment of the effects of certain plans and programmes on the environment (**). Member States shall take the results of this environmental assessment into account in the preparation of the plans and programmes concerned, according to Article 8 of that Directive.

2. By 21 July 2004, the Commission shall, in agreement with Member States, develop suitable methods for implementing the strategic environmental assessment with the objective of ensuring, *inter alia*, appropriate coordination, avoiding the duplication of efforts, and achieving simplification and acceleration of planning processes for cross-border projects and corridors.

The results of this work and of the environmental assessment of the TEN projects carried out by Member States pursuant to Directive 2001/42/EC shall, as appropriate, be taken into account by the Commission in its report on the guidelines and the possible accompanying legislative proposals to revise the guidelines provided for in Article 18(3) of this Decision.

(*) OJ L 103, 25.4.1979, p. 1. Directive as last amended by Council Regulation (EC) No 807/2003 (OJ L 122, 16.5.2003, p. 36).

(**) OJ L 197, 21.7.2001, p. 30.’;

5. in Article 9, paragraph 3 shall be replaced by the following:

‘3. The network shall also include management for traffic infrastructure, user information, dealing with incidents and emergencies and electronic fee collection, such infrastructure being based on active cooperation between traffic management systems at European, national and regional level and service providers of travel and traffic information and value added services, which will ensure the necessary complementarity with applications whose deployment is facilitated under the trans-European telecommunications networks programme.’;

6. Article 10 shall be replaced by the following:

‘Article 10

Characteristics

1. The rail network shall comprise high-speed rail lines and conventional rail lines.

2. The high-speed rail network using current or new technology shall comprise:

- (a) specially built high-speed lines equipped for speeds generally equal to or greater than 250 km/h;

- (b) specially upgraded high-speed lines equipped for speeds of the order of 200 km/h;
- (c) specially upgraded high-speed lines or lines specially built for high speed and connected to the high-speed rail network which have special features as a result of topographical or environmental, relief or town-planning constraints, on which speed must be adapted individually.

The high-speed rail network shall consist of the lines indicated in Annex I. Essential requirements and technical specifications for interoperability applicable to high-speed rail lines using current technology shall be defined in accordance with Council Directive 96/48/EC of 23 July 1996 on the interoperability of the trans-European high-speed rail system (*). Member States shall give the Commission prior notice of the opening of any high-speed line and of the line's technical characteristics.

3. The conventional rail network shall comprise lines for the conventional transport by rail of passengers and freight, including the rail segments of the trans-European combined transport network referred to in Article 14, access links to sea and inland ports of common interest and those freight terminals which are open to all operators. Essential requirements and technical specifications for interoperability applicable to the conventional rail lines are defined in accordance with Directive 2001/16/EC of the European Parliament and of the Council of 19 March 2001 on the interoperability of the trans-European conventional rail system (**).

4. The rail network shall include the infrastructures and the facilities enabling the integration of rail and road and, where appropriate, maritime services and air transport services. In this regard, particular attention shall be paid to the interconnection of regional airports with the network.

5. The rail network shall fulfil at least one of the following functions:

- (a) play an important role in long-distance passenger traffic;
- (b) permit interconnection with airports, where appropriate;
- (c) permit access to regional and local rail networks;
- (d) facilitate freight transport by identifying and developing trunk routes dedicated to freight or routes on which freight trains have a priority;
- (e) play an important role in combined transport;

- (f) permit interconnection via ports of common interest with short sea shipping and inland waterways.

6. The rail network shall offer users a high level of quality and safety, by virtue of its continuity and of the gradual implementation of its interoperability, brought about in particular by technical harmonisation and the ERTMS harmonised command and control system recommended for the European railway network. To this end, a deployment plan, coordinated with national plans, shall be established by the Commission in consultation with the Member States.

(*) OJ L 235, 17.9.1996, p. 6. Directive as last amended by Regulation (EC) No 1882/2003 of the European Parliament and of the Council (OJ L 284, 31.10.2003, p. 1).

(**) OJ L 110, 20.4.2001, p. 1.;

7. Article 11 shall be amended as follows:

- (a) the following paragraph shall be inserted:

'3b. The inland ports of the network equipped with transshipment facilities for intermodal transport or with an annual freight traffic volume of at least 500 000 tonnes are shown in Annex I.;

- (b) paragraph 4 shall be replaced by the following:

'4. The network shall also include the traffic management infrastructure. This shall entail in particular the establishment of an interoperable, intelligent traffic and transport system known as the 'River Information Services' intended to optimise the existing capacity and safety of the inland waterway network and to improve interoperability with other modes of transport.';

8. the following Article shall be inserted:

'Article 12a

Motorways of the sea

1. The trans-European network of motorways of the sea shall aim to concentrate flows of freight on sea-based logistical routes in such a way as to improve existing maritime links or to establish new viable, regular and frequent maritime links for the transport of goods between Member States so as to reduce road congestion and/or improve access to peripheral and island regions and States. Motorways of the sea should not exclude the combined transport of persons and goods, when freight is predominant.

2. The trans-European network of motorways of the sea shall consist of facilities and infrastructure concerning at least two ports in two different Member States. These facilities and infrastructure shall include elements, in at least one Member State, such as the port facilities, electronic logistics management systems, safety and security and administrative and customs procedures, as well as infrastructure for direct land and sea access, including ways of ensuring year-round navigability, in particular the availability of facilities for dredging and icebreakers for winter access.

3. Waterways or canals, as identified in Annex I, which link two European motorways of the sea, or two sections thereof, 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.

4. The projects of common interest of the trans-European network of motorways of the sea shall be proposed by at least two Member States and shall be geared to actual needs. The projects proposed shall in general involve both the public and private sectors in accordance with procedures which, before aid granted from the national budgets can be supplemented, if necessary, by aid from the Community, provide for a tendering process in one of the following forms:

(a) a public call for tenders organised jointly by the Member States concerned, intended to establish new links from the category A port, as defined in Article 12(2), which they select in advance within each sea area, as referred to in project No 21 in Annex III;

(b) in so far as the location of the ports is comparable, a public call for tenders organised jointly by the Member States concerned and targeting consortia bringing together at least shipping companies and ports located in one of the sea areas, as referred to in project No 21 in Annex III.

5. The projects of common interest of the trans-European network of motorways of the sea:

- shall focus on the facilities and infrastructure which make up the network of motorways of the sea,
- may include, without prejudice to Articles 87 and 88 of the Treaty, start-up aid if, as a result of the tendering process referred to in paragraph 4, public support is deemed necessary for the financial viability of the project. Start-up aid shall be limited to two years and shall be granted only in support of duly justified capital costs. The aid may not exceed the minimum estimated amount required to start up the links concerned. The aid may not lead to distortions of competition in the relevant markets contrary to the common interest,

- may also include activities which have wider benefits and are not linked to specific ports, such as making available facilities for ice-breaking and dredging operations, as well as information systems, including traffic management and electronic reporting systems.

6. The Commission shall, within three years, submit to the Committee referred to in Article 18 an initial list of specific projects of common interest, thereby putting the concept of the motorways of the sea into concrete form. This list shall also be communicated to the European Parliament.

7. The projects of common interest of the trans-European network of motorways of the sea shall be submitted to the Commission for approval.;

9. the following paragraph shall be added to Article 13:

'3. International and Community connecting points shall be gradually linked to the high-speed lines of the rail network, where appropriate. The network shall include the infrastructures and the facilities which permit the integration of air and rail transport services, and, where appropriate, maritime transport services.;

10. the following Section shall be inserted:

'SECTION 10a

COORDINATION BETWEEN MEMBER STATES

Article 17a

European Coordinator

1. In order to facilitate the coordinated implementation of certain projects, in particular cross-border projects or sections of cross-border projects included among the projects declared to be of European interest referred to in Article 19a, the Commission may designate, in agreement with the Member States concerned, and after having consulted the European Parliament, a person called the 'European Coordinator'. The European Coordinator shall act in the name of and on behalf of the Commission. The remit of the European Coordinator shall normally relate to a single project, especially in the case of a cross-border project, but may, if necessary, be extended to cover the whole of a major axis. The European Coordinator shall draw up together with the Member States concerned a work plan for his/her activities.

2. The European Coordinator shall be chosen, in particular, on the basis of his/her experience of European institutions and knowledge of issues relating to the financing and the socio-economic and environmental evaluation of major projects.

3. The Commission decision designating the European Coordinator shall specify how he/she is to perform the tasks referred to in paragraph 5.

4. The Member States concerned shall cooperate with the European Coordinator and give him/her the information required to perform the tasks referred to in paragraph 5.

5. The European Coordinator shall:

- (a) promote, in cooperation with the Member States concerned, joint methods for the evaluation of projects and, where appropriate, advise project promoters on the financial package for the projects;
- (b) draw up a report every year for the European Parliament, the Commission and the Member States concerned on progress achieved in the implementation of the project(s) for which he/she is responsible, new regulatory or other developments which could affect the characteristics of the projects and any difficulties and obstacles which may result in a significant delay in relation to the dates indicated in Annex III;
- (c) consult, together with the Member States concerned, regional and local authorities, operators, transport users, and representatives of civil society with a view to gaining fuller knowledge of the demand for transport services, the possibilities of investment funding and the type of services that must be provided in order to facilitate access to such funding.

6. Without prejudice to the applicable procedures laid down in Community and national law, the Commission may request the opinion of the European Coordinator when examining applications for Community funding for projects or groups of projects for which the European Coordinator is responsible.;

11. Article 18 shall be amended as follows:

(a) the title shall be replaced by the following:

‘Committee for monitoring guidelines and the exchange of information’;

(b) paragraph 1 shall be replaced by the following:

‘1. The Member States shall provide the Commission with abstracts of national plans and programmes which they are drawing up with a view to development of the trans-European transport network, in particular in relation to the projects declared to be of European interest referred to in Article 19a. Once adopted, the Member States shall send the national plans and programmes to the Commission for information.’;

(c) paragraph 3 shall be replaced by the following:

‘3. The Commission shall report every two years to the European Parliament, the Council, the European

Economic and Social Committee and the Committee of the Regions on the implementation of the guidelines described in this Decision. The Committee set up under paragraph 2 shall assist the Commission with drawing up the report. The report shall be accompanied where necessary by legislative proposals to revise the guidelines; these legislative proposals may, if necessary, include amendments to, or the addition to, the list of priority projects in Annex III of projects that are in conformity with Article 19(1). The revision shall have particular regard to projects that contribute to the territorial cohesion of the European Union in accordance with Article 19(1)(e).’;

12. Article 19 shall be replaced by the following:

‘Article 19

Priority projects

1. The priority projects shall be projects of common interest referred to in Article 7 where examination confirms that they:

- (a) aim to eliminate a bottleneck or complete a missing link on a major route of the trans-European network, in particular projects which are cross-border projects, cross natural barriers or have a cross-border section;
- (b) are on such a scale that long-term planning at European level provides significant added value;
- (c) present, overall, potential socio-economic net benefits and other socio-economic advantages;
- (d) significantly improve the mobility of goods and persons between Member States and thus also contribute to the interoperability of national networks;
- (e) contribute to the territorial cohesion of the European Union by integrating the networks of the new Member States and improving connections with the peripheral and island regions;
- (f) contribute to the sustainable development of transport by improving safety and reducing environmental damage caused by transport, in particular by promoting a modal shift towards railways, intermodal transport, inland waterways and maritime transport;
- (g) demonstrate commitment on the part of the Member States concerned to carrying out studies and evaluation procedures in time to complete the work in accordance with a date agreed in advance, based upon national plans or any other equivalent document relating to the project in question.

2. The priority projects on which work is due to start before 2010, the sections thereof and the dates agreed for completing the work referred to in paragraph 1(g) are set out in Annex III.

3. By 2010 the Commission shall draft a progress report and, if necessary, propose amendments to the list of priority projects identified in Annex III in line with paragraph 1.;

13. the following Articles shall be inserted:

'Article 19a

Declaration of European interest

1. The priority projects identified in Annex III are declared to be of European interest. This declaration is made solely in accordance with the procedure laid down in the Treaty and in the legal acts based thereon.

2. Without prejudice to the legal basis of the Community financial instrument in question:

- (a) when submitting their projects under the Cohesion Fund, in accordance with Article 10 of Regulation (EC) No 1164/94 (*), the Member States shall give appropriate priority to the projects declared to be of European interest;
- (b) when submitting their projects under the budget for the trans-European networks, in accordance with Articles 9 and 10 of Regulation (EC) No 2236/95 (**), the Member States shall give appropriate priority to the projects declared to be of European interest;
- (c) the Commission shall encourage the Member States to take into account the projects declared to be of European interest when planning the programming of the Structural Funds, in particular in regions covered by Objective 1, having regard to national transport plans falling within the scope of existing Community support frameworks;
- (d) the Commission shall ensure that the countries qualifying for the Instrument for Structural Policies for Pre-accession give appropriate priority, when submitting their projects under that instrument in accordance with Articles 2 and 7 of Regulation (EC) No 1267/1999 (***), to the projects declared to be of European interest.

3. When forecasting its financial needs, the Commission shall give appropriate priority to the projects declared to be of European interest.

4. In the event of a significant delay in relation to the deadline of 2010, in starting work on one of the projects declared to be of European interest, the Commission shall ask the Member States concerned to give the reasons for the delay within three months. On the basis of the reply given, the Commission shall consult all the Member States concerned in order to solve the problem which has led to the delay.

The Commission may, in consultation with the Committee set up under Article 18(2), and in the framework of its monitoring of the implementation of the project declared to be of European interest and having due regard to the

principle of proportionality, decide to adopt appropriate measures. The Member States concerned shall be given the opportunity to submit observations on such measures before their adoption.

The European Parliament shall be informed immediately of any measure taken.

In adopting these measures, the Commission shall take due account of the share of responsibility for the delay of each Member States concerned and shall refrain from taking measures that would affect the realisation of the project in Member States not responsible for the delay.

5. When one of the projects declared to be of European interest is not substantially completed in a reasonable period of time after the expected date of its completion indicated in Annex III, and all Member States concerned are responsible for the delay, the Commission shall review the project, in accordance with the procedure referred to in paragraph 4, with a view to withdrawing its classification as a project declared to be of European interest through the revision procedure referred to in Article 18(3). The Commission shall, in any case, review the project at the end of a period of fifteen years after the project has been declared to be of European interest within the meaning of this Decision.

6. Five years after completion of a project declared to be of European interest or of one of the sections thereof, the Member States concerned shall carry out an assessment of its socio-economic impact and its impact on the environment, including its impact on trade and the free movement of persons and goods between Member States, on territorial cohesion and on sustainable development. Member States shall inform the Commission of the results of this assessment.

7. If a project of European interest includes a cross-border section which is technically and financially indivisible, the Member States concerned shall coordinate their procedures for assessing the socio-economic effects thereof and use their best endeavours to conduct a transnational enquiry prior to granting construction permission and within the existing framework.

8. Other sections of projects of European interest will be coordinated bilaterally or multilaterally by the Member States on a case by case basis.

9. The coordinated actions or transnational enquiries referred to in paragraph 7 shall apply without prejudice to the obligations imposed by the Community legislation on environmental protection, and particularly those relating to environmental impact assessment. The Member States concerned shall inform the Commission when such coordinated actions or transnational enquiries are launched and of the results. The Commission shall include that information in the report referred to in Article 18(3).

*Article 19b***Cross-border sections**

In the context of certain priority projects, cross-border sections between two Member States, including motorways of the sea, shall be identified by the Member States on the basis of criteria defined by the Committee set up under Article 18(2) and notified to the Commission. These will be, notably, sections which are technically and financially indivisible or to which the Member States concerned commit themselves jointly and for which they put in place a common structure.

(*) Council Regulation (EC) No 1164/94 of 16 May 1994 establishing a Cohesion Fund (OJ L 130, 25.5.1994, p. 1). Regulation as last amended by Regulation (EC) No 1265/1999 (OJ L 161, 26.6.1999, p. 62).

(**) Council Regulation (EC) No 2236/95 of 18 September 1995 laying down general rules for the granting of Community financial aid in the field of trans-European networks (OJ L 228, 23.9.1995, p. 1). Regulation as amended by Regulation (EC) No 1655/1999 of the European Parliament and of the Council (OJ L 197, 29.7.1999, p. 1).

(***) Council Regulation (EC) No 1267/1999 of 21 June 1999 establishing an Instrument for Structural Policies for Pre-accession (OJ L 161, 26.6.1999, p. 73). Regulation as last amended by Council Regulation (EC) No 2500/2001 (OJ L 342, 27.12.2001, p. 1).';

14. Articles 20 and 21 shall be deleted.

15. The Annexes shall be amended as follows:

1. In Annex I, sections 2, 3, 4 and 6 and the attached maps shall be replaced as indicated in Annex I to this Decision.

2. In Annex III:

(a) the title shall be replaced by the following: 'Priority projects on which work is due to start before 2010';

(b) the content shall be replaced by the text set out in Annex II to this Decision.

Article 2

This Decision shall enter into force on the 20th day following that of its publication in the *Official Journal of the European Union*.

Article 3

This Decision is addressed to the Member States.

Done at ...,

For the European Parliament

The President

For the Council

The President

ANNEX I

Annex I to Decision No 1692/96/EC shall be amended as follows:

1. Sections 2, 3 and 4 shall be replaced by the following:

‘Section 2: Road network

- | | |
|--------------|----------------------|
| 2.0. Europe | 2.8. Italy |
| 2.1. Belgium | 2.9. Luxembourg |
| 2.2. Denmark | 2.10. Netherlands |
| 2.3. Germany | 2.11. Austria |
| 2.4. Greece | 2.12. Portugal |
| 2.5. Spain | 2.13. Finland |
| 2.6. France | 2.14. Sweden |
| 2.7. Ireland | 2.15. United Kingdom |

Section 3: Rail network

- | | |
|--------------|----------------------|
| 3.0. Europe | 3.8. Italy |
| 3.1. Belgium | 3.9. Luxembourg |
| 3.2. Denmark | 3.10. Netherlands |
| 3.3. Germany | 3.11. Austria |
| 3.4. Greece | 3.12. Portugal |
| 3.5. Spain | 3.13. Finland |
| 3.6. France | 3.14. Sweden |
| 3.7. Ireland | 3.15. United Kingdom |

Section 4: Inland waterways network and inland ports’

2. Section 6 shall be replaced by the following:

‘Section 6: Airports network

- | | |
|--|-----------------------------|
| 6.0. Europe | 6.4. France |
| 6.1. Belgium/Denmark/Germany/ Luxembourg/Netherlands/Austria | 6.5. Ireland/United Kingdom |
| 6.2. Greece | 6.6. Italy |
| 6.3. Spain/Portugal | 6.7. Finland/Sweden’ |

3. The following maps shall replace the corresponding maps in Decision No 1692/96/EC.

2.0



2.1



2.2



2.3



2.4



2.5



2.6



2.7



02/2004

LEITSCHHEMA DES TRANSEUROPÄISCHEN VERKEHRSNETZES (Horizont 2020)
TRANS-EUROPEAN TRANSPORT NETWORK OUTLINE PLAN (2020 horizon)
SCHEMA DU RÉSEAU TRANSEUROPEEN DE TRANSPORT (horizon 2020)

STRASSEN
ROADS
ROUTES

IRELAND



— Bestehend	- - - Geplant
Existing	Planned
Existant	Planifié

0 15 30 60 Kilometers

2.8



LEITSCHHEMA DES TRANSEUROPAISCHEN VERKEHRSNETZES (Horizont 2020)
TRANS-EUROPEAN TRANSPORT NETWORK OUTLINE PLAN (2020 horizon)
SCHEMA DU RÉSEAU TRANSEUROPEËN DE TRANSPORT (horizon 2020)

02/2004

STRASSEN
ROADS
ROUTES

ITALIA



2.9

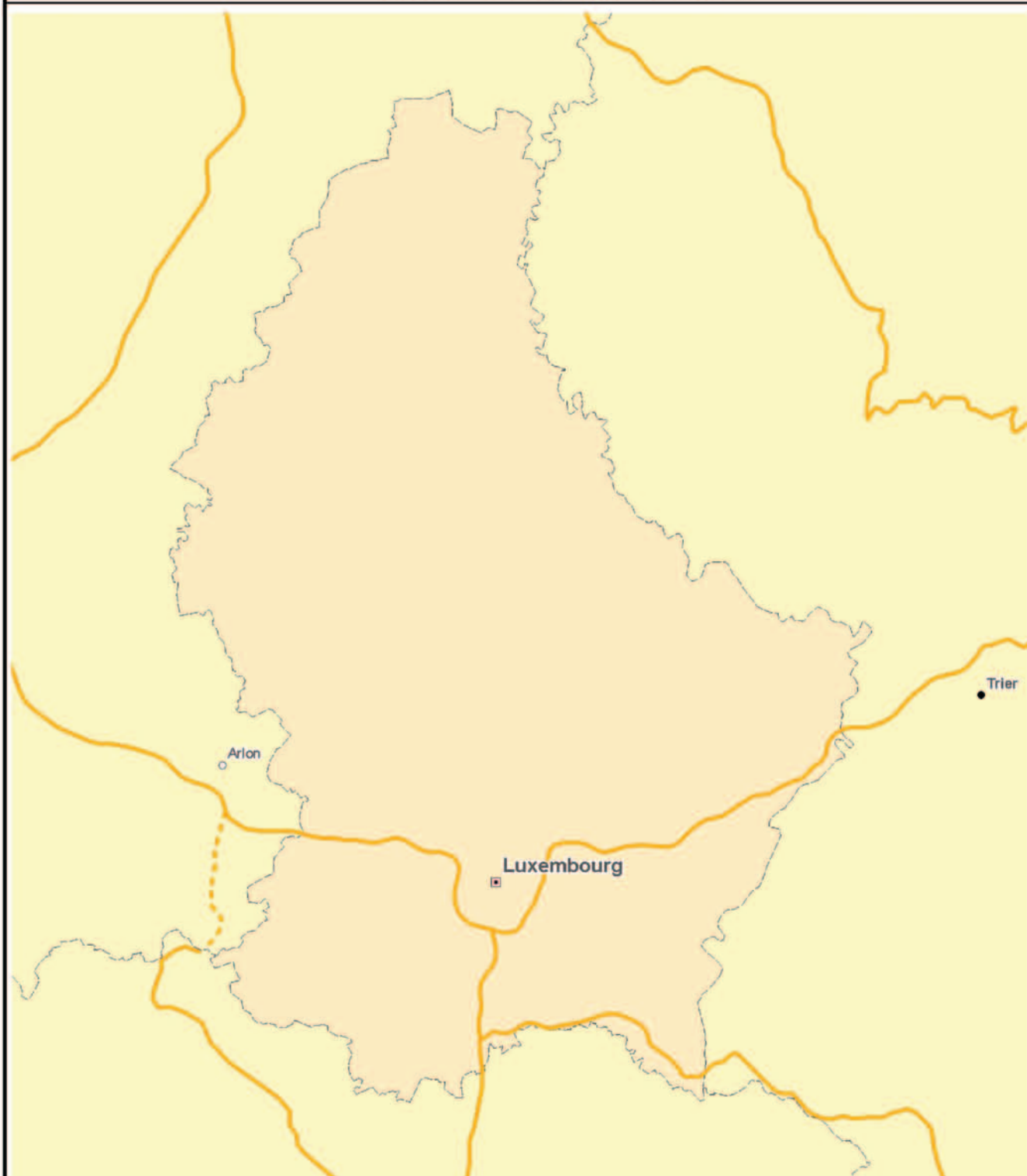


LEITSCHHEMA DES TRANSEUROPAISCHEN VERKEHRSNETZES (Horizont 2020)
TRANS-EUROPEAN TRANSPORT NETWORK OUTLINE PLAN (2020 horizon)
SCHEMA DU RÉSEAU TRANSEUROPEEN DE TRANSPORT (horizon 2020)

02/2004

STRASSEN
ROADS
ROUTES

LUXEMBOURG (GRAND-DUCHÉ)



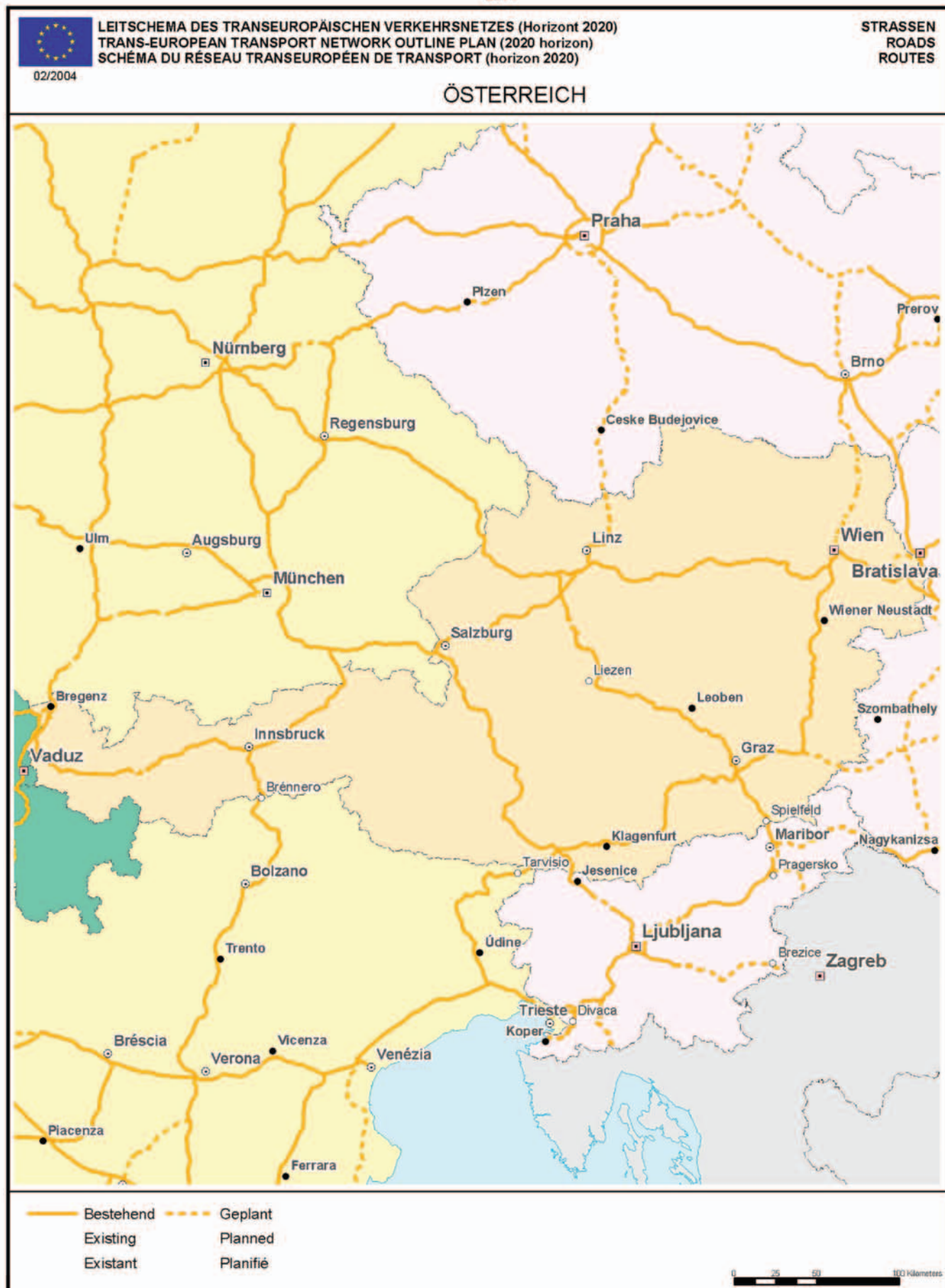
— Bestehend	- - - Geplant
Existing	Planned
Existant	Planifié

0 5 10 20 Kilometers

2.10



2.11



2.12



2.13

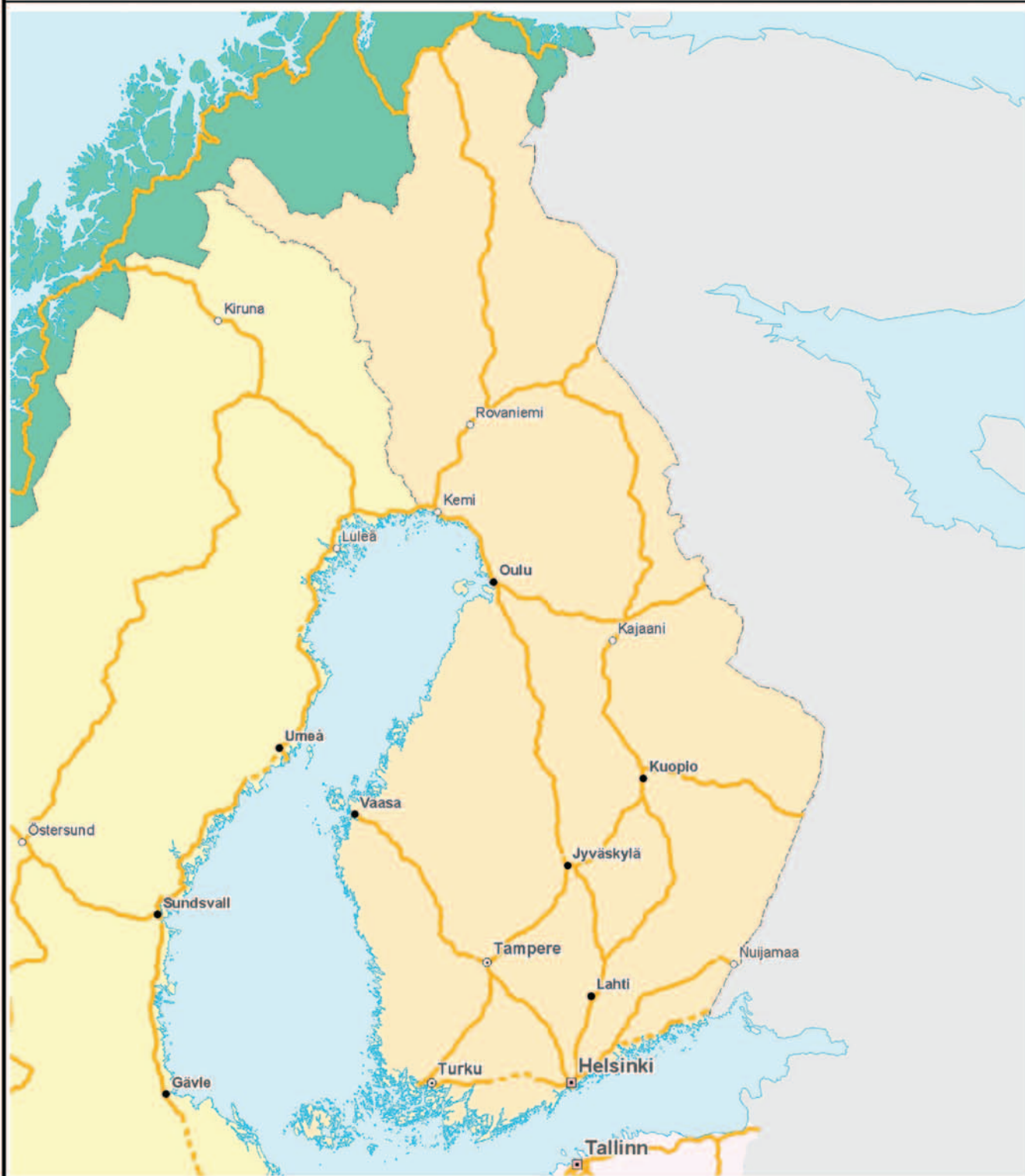


LEITSHEMA DES TRANSEUROPÄISCHEN VERKEHRSNETZES (Horizont 2020)
TRANS-EUROPEAN TRANSPORT NETWORK OUTLINE PLAN (2020 horizon)
SCHEMA DU RÉSEAU TRANSEUROPÉEN DE TRANSPORT (horizon 2020)

02/2004

STRASSEN
ROADS
ROUTES

SUOMI



— Bestehend - - - - - Geplant
Existing Planned
Existant Planifié

0 50 100 200 Kilometers

2.14



LEITSHEMA DES TRANSEUROPÄISCHEN VERKEHRSNETZES (Horizont 2020)
TRANS-EUROPEAN TRANSPORT NETWORK OUTLINE PLAN (2020 horizon)
SCHEMA DU RÉSEAU TRANSEUROPÉEN DE TRANSPORT (horizon 2020)

02/2004

STRASSEN
ROADS
ROUTES

SVERIGE



— Bestehend	- - - Geplant
Existing	Planned
Existant	Planifié

0 50 100 150 Kilometers

2.15



LEITSHEMA DES TRANSEUROPÄISCHEN VERKEHRSNETZES (Horizont 2020)
 TRANS-EUROPEAN TRANSPORT NETWORK OUTLINE PLAN (2020 horizon)
 SCHÉMA DU RÉSEAU TRANSEUROPEEN DE TRANSPORT (horizon 2020)

02/2004

STRASSEN
 ROADS
 ROUTES

UNITED KINGDOM



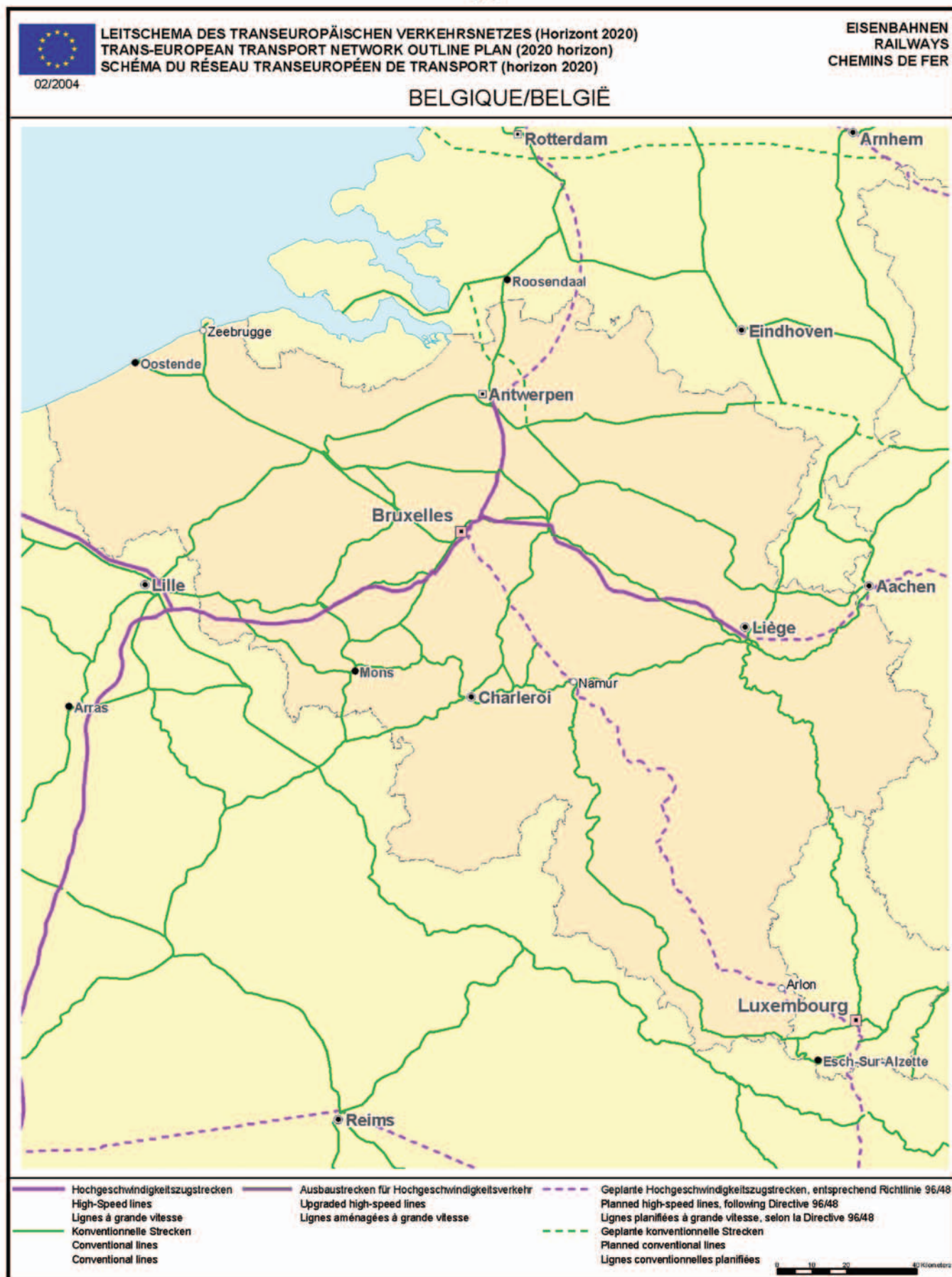
— Bestehend	- - - Geplant
Existing	Planned
Existant	Planifié

0 60 120 240 Kilometers

3.0



3-1



3-2



3-3



3-4



3-5



3-6



3-7



LEITSCHHEMA DES TRANSEUROPÄISCHEN VERKEHRSNETZES (Horizont 2020)
 TRANS-EUROPEAN TRANSPORT NETWORK OUTLINE PLAN (2020 horizon)
 SCHÉMA DU RÉSEAU TRANSEUROPEEN DE TRANSPORT (horizon 2020)

02/2004

EISENBAHNEN
 RAILWAYS
 CHEMINS DE FER

IRELAND



Hochgeschwindigkeitszugstrecken
 High-Speed lines
 Lignes à grande vitesse
 Konventionnelle Strecken
 Conventional lines
 Conventional lines

Ausbaustrecken für Hochgeschwindigkeitsverkehr
 Upgraded high-speed lines
 Lignes aménagées à grande vitesse

Geplante Hochgeschwindigkeitszugstrecken, entsprechend Richtlinie 96/48
 Planned high-speed lines, following Directive 96/48
 Lignes planifiées à grande vitesse, selon la Directive 96/48
 Geplante konventionnelle Strecken
 Planned conventional lines
 Lignes conventionnelles planifiées

0 15 30 60 Kilometers

3-8



3-9

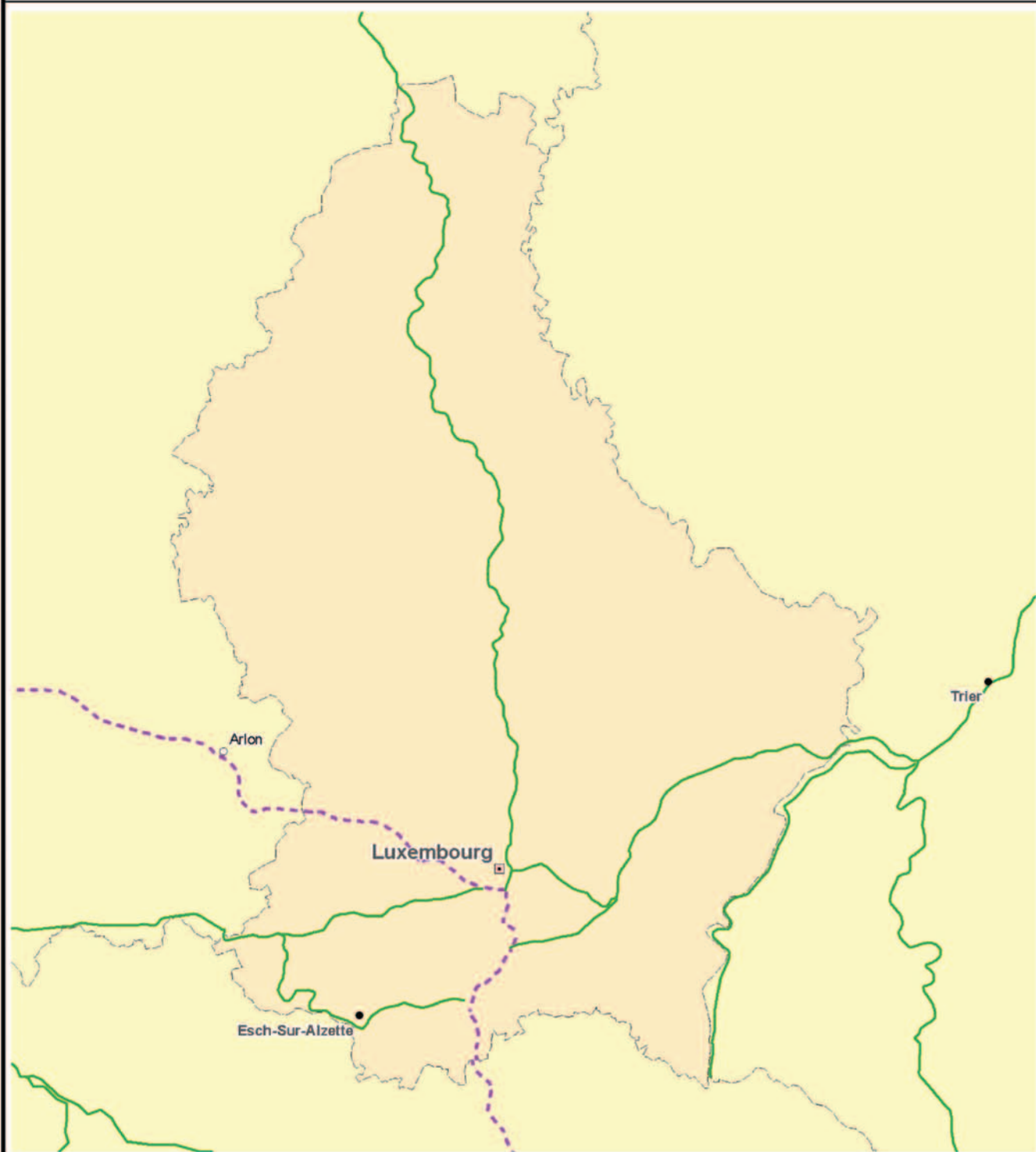


LEITSHEMA DES TRANSEUROPÄISCHEN VERKEHRSNETZES (Horizont 2020)
 TRANS-EUROPEAN TRANSPORT NETWORK OUTLINE PLAN (2020 horizon)
 SCHÉMA DU RÉSEAU TRANSEUROPÉEN DE TRANSPORT (horizon 2020)

02/2004

EISENBAHNEN
 RAILWAYS
 CHEMINS DE FER

LUXEMBOURG (GRAND-DUCHÉ)



Hochgeschwindigkeitszugstrecken High-Speed lines Lignes à grande vitesse	Ausbaustrecken für Hochgeschwindigkeitsverkehr Upgraded high-speed lines Lignes aménagées à grande vitesse	Geplante Hochgeschwindigkeitszugstrecken, entsprechend Richtlinie 96/48 Planned high-speed lines, following Directive 96/48 Lignes planifiées à grande vitesse, selon la Directive 96/48
Konventionnelle Strecken Conventional lines Conventional lines	Geplante konventionnelle Strecken Planned conventional lines Lignes conventionnelles planifiées	

20 10 Kilometers

3-10



3-11



3-12



3-13

EISENBAHNEN
RAILWAYS
CHEMINS DE FER

LEITSCHHEMA DES TRANSEUROPÄISCHEN VERKEHRSNETZES (Horizont 2020)
TRANS-EUROPEAN TRANSPORT NETWORK OUTLINE PLAN (2020 horizon)
SCHÉMA DU RÉSEAU TRANSEUROPÉEN DE TRANSPORT (horizon 2020)

02/2004

SUOMI



Hochgeschwindigkeitszugstrecken
High-Speed lines
Lignes à grande vitesse
Konventionnelle Strecken
Conventional lines
Conventional lines

Ausbaustrecken für Hochgeschwindigkeitsverkehr
Upgraded high-speed lines
Lignes aménagées à grande vitesse

Geplante Hochgeschwindigkeitszugstrecken, entsprechend Richtlinie 96/48
Planned high-speed lines, following Directive 96/48
Lignes planifiées à grande vitesse, selon la Directive 96/48
Geplante konventionnelle Strecken
Planned conventional lines
Lignes conventionnelles planifiées

0 37,5 75 150 Kilometers

3-14



4.0



6.0



6.1



LEITSHEMA DES TRANSEUROPÄISCHEN VERKEHRSNETZES (Horizont 2020)
 TRANS-EUROPEAN TRANSPORT NETWORK OUTLINE PLAN (2020 horizon)
 SCHÉMA DU RÉSEAU TRANSEUROPÉEN DE TRANSPORT (horizon 2020)

FLUGHÄFEN
 AIRPORTS
 AÉROPORTS

02/2004

BELGIQUE/BELGIË - DANMARK - DEUTSCHLAND - LUXEMBOURG (GRAND-DUCHÉ) - NEDERLAND - ÖSTERREICH



■ Teil eines Internationalen Flughafensystems
 Part of international system
 Partie d'un système aéroportuaire international
 ■ Internationale Komponenten
 International connecting points
 Composantes internationales

● Teil von Gemeinschaftskomponenten
 Part of Community connecting points
 Partie de composantes communautaires
 ● Gemeinschaftskomponenten
 Community connecting points
 Composantes communautaires

★ Regionale Komponenten und Zugangskomponenten
 Regional and accessibility points
 Composantes régionales et d'accessibilité

0 50 100 200 Kilometers

6.2



LEITSHEMA DES TRANSEUROPÄISCHEN VERKEHRSNETZES (Horizont 2020)
TRANS-EUROPEAN TRANSPORT NETWORK OUTLINE PLAN (2020 horizon)
SCHEMA DU RÉSEAU TRANSEUROPÉEN DE TRANSPORT (horizon 2020)

02/2004

FLUGHÄFEN
AIRPORTS
AÉROPORTS

HELLAS/ELLAS



■ Teil eines Internationalen Flughafensystems
Part of international system
Partie d'un système aéroportuaire international
Internationale Komponenten
International connecting points
Composantes internationales

● Teil von Gemeinschaftskomponenten
Part of Community connecting points
Partie de composantes communautaires
Gemeinschaftskomponenten
Community connecting points
Composantes communautaires

★ Regionale Komponenten und Zugangskomponenten
Regional and accessibility points
Composantes régionales et d'accessibilité

0 75 150 300 Kilometers

6.3



6.4



6.5



LEITSHEMA DES TRANSEUROPÄISCHEN VERKEHRSNETZES (Horizont 2020)
TRANS-EUROPEAN TRANSPORT NETWORK OUTLINE PLAN (2020 horizon)
SCHEMA DU RÉSEAU TRANSEUROPÉEN DE TRANSPORT (horizon 2020)

02/2004

FLUGHÄFEN
AIRPORTS
AÉROPORTS

IRELAND - UNITED KINGDOM



- | | | |
|--|--|--|
| ■ Teil eines Internationalen Flughafensystems
Part of international system
Partie d'un système aéroportuaire international | ● Teil von Gemeinschaftskomponenten
Part of Community connecting points
Partie de composantes communautaires | ★ Regionale Komponenten und Zugangskomponenten
Regional and accessibility points
Composantes régionales et d'accessibilité |
| ■ Internationale Komponenten
International connecting points
Composantes internationales | ● Gemeinschaftskomponenten
Community connecting points
Composantes communautaires | |

0 70 140 280 Kilometers

6.6



6.7



LEITSHEMA DES TRANSEUROPÄISCHEN VERKEHRSNETZES (Horizont 2020)
TRANS-EUROPEAN TRANSPORT NETWORK OUTLINE PLAN (2020 horizon)
SCHEMA DU RÉSEAU TRANSEUROPEEN DE TRANSPORT (horizon 2020)

FLUGHÄFEN
AIRPORTS
AÉROPORTS

SUOMI - SVERIGE



- | | | |
|--|--|--|
| ■ Teil eines Internationalen Flughafensystems
Part of international system
Partie d'un système aéroportuaire international | ● Teil von Gemeinschaftskomponenten
Part of Community connecting points
Partie de composantes communautaires | ★ Regionale Komponenten und Zugangskomponenten
Regional and accessibility points
Composantes régionales et d'accessibilité |
| ■ Internationale Komponenten
International connecting points
Composantes internationales | ● Gemeinschaftskomponenten
Community connecting points
Composantes communautaires | |

0 50 100 200 Kilometers

ANNEX II

Annex III of Decision No 1692/96/EC shall be replaced by the following:

‘ANNEX III

PRIORITY PROJECTS ON WHICH WORK IS DUE TO START BEFORE 2010

1. Railway axis Berlin-Verona/Milano-Bologna-Napoli-Messina-Palermo
 - Halle/Leipzig-Nürnberg (2015);
 - Nürnberg-München (2006);
 - München-Kufstein (2015);
 - Kufstein-Innsbruck (2009);
 - Brenner tunnel (2015), cross-border section;
 - Verona-Napoli (2007);
 - Milano-Bologna (2006);
 - Rail/road bridge over the Strait of Messina-Palermo (2015).
2. High-speed railway axis Paris-Bruxelles/Brussel-Köln-Amsterdam-London
 - Channel tunnel-London (2007);
 - Bruxelles/Brussel-Liège-Köln (2007);
 - Bruxelles/Brussel-Rotterdam-Amsterdam (2007) ⁽¹⁾.
3. High-speed railway axis of south-west Europe
 - Lisboa/Porto-Madrid (2011) ⁽²⁾;
 - Madrid-Barcelona (2005);
 - Barcelona-Figueras-Perpignan (2008);
 - Perpignan-Montpellier (2015);
 - Montpellier-Nîmes (2010);
 - Madrid-Vitoria-Irún/Hendaye (2010);
 - Irún/Hendaye-Dax, cross-border section (2010);
 - Dax-Bordeaux (2020);
 - Bordeaux-Tours (2015).
4. High-speed railway axis east
 - Paris-Baudrecourt (2007);
 - Metz-Luxembourg (2007);
 - Saarbrücken-Mannheim (2007).
5. Betuwe line (2007).
6. Railway axis Lyon-Trieste- Divača/Koper- Divača -Ljubljana-Budapest-Ukrainian border ⁽³⁾
 - Lyon-St Jean de Maurienne (2015);
 - Mont-Cenis tunnel (2015-2017), cross-border section;
 - Bussoleno-Torino (2011);
 - Torino-Venezia (2010);
 - Venezia-south Ronchi-Trieste Divača (2015);
 - Koper- Divača -Ljubljana (2015)
 - Ljubljana-Budapest (2015).

⁽¹⁾ Including the two high-speed train stations in Rotterdam and Amsterdam which were not included in the project endorsed by the Essen European Council in 1994.

⁽²⁾ Including links Lisboa-Porto (2013), Lisboa-Madrid (2010) and Aveiro-Salamanca (2015).

⁽³⁾ Parts of this route correspond to pan-European corridor V.

7. Motorway axis Igoumenitsa/Patra-Athina-Sofia-Budapest
 - Via Egnatia (2006);
 - Pathe (2008);
 - Sofia-Kulata-Greek/Bulgarian border motorway (2010), with Promahon-Kulata as cross-border section;
 - Nadlac-Sibiu motorway (branch towards Bucuresti and Constanța) (2007).
8. Multimodal axis Portugal/Spain-rest of Europe ⁽¹⁾
 - Railway La Coruña-Lisboa-Sines (2010);
 - Railway Lisboa-Valladolid (2010);
 - Railway Lisboa-Faro (2004);
 - Lisboa-Valladolid motorway (2010);
 - La Coruña-Lisboa motorway (2003);
 - Sevilla-Lisboa motorway (completed 2001);
 - New Lisboa airport (2015).
9. Railway axis Cork-Dublin-Belfast-Stranraer ⁽²⁾ (2001)
10. Malpensa (completed 2001) ⁽³⁾
11. Öresund fixed link (completed 2000) ⁽⁴⁾
12. Nordic triangle railway/road axis
 - Road and railway projects in Sweden ⁽⁵⁾ (2010);
 - Helsinki-Turku motorway (2010);
 - Railway Kerava-Lahti (2006);
 - Helsinki-Vaalimaa motorway (2015);
 - Railway Helsinki-Vainikkala (Russian border) (2014).
13. UK/Ireland/Benelux road axis (2010)
14. West coast main line (2007)
15. Galileo (2008)
16. Freight railway axis Sines-Madrid-Paris
 - New high-capacity rail axis across the Pyrenees;
 - Railway Sines-Badajoz (2010).
 - Railway line Algeciras-Bobadilla (2010)
17. Railway axis Paris-Strasbourg-Stuttgart-Wien-Bratislava
 - Baudrecourt-Strasbourg-Stuttgart (2015) with the Kehl bridge as cross-border section;
 - Stuttgart-Ulm (2012);
 - München-Salzburg (2015), cross-border section;
 - Salzburg-Wien (2012);
 - Wien-Bratislava (2010), cross-border section.
18. Rhine/Meuse-Main-Danube inland waterway axis ⁽⁶⁾
 - Rhine-Meuse (2019) with the lock of Lanaye as cross-border section;
 - Vilshofen-Straubing (2013);
 - Wien-Bratislava (2015) cross-border section;
 - Palkovicovo-Mohács (2014);
 - Bottlenecks in Romania and Bulgaria (2011).

⁽¹⁾ Including upgrade of ports and airports (2015) as in accordance with the contents endorsed by the Essen/Dublin European Council.

⁽²⁾ A further increase in capacity on this line was decided in 2003 and added as a separate project.

⁽³⁾ Project completed.

⁽⁴⁾ Project completed.

⁽⁵⁾ A few short sections of road and railway line will be completed between 2010 and 2015.

⁽⁶⁾ Part of this route corresponds to the definition of pan-European corridor VII.

19. High-speed rail interoperability on the Iberian peninsula
 - Madrid-Andalucía (2010);
 - North-east (2010);
 - Madrid-Levante and Mediterranean (2010);
 - North/North-west corridor, including Vigo-Porto (2010);
 - Extremadura (2010).
20. Fehmarn Belt railway axis
 - Fehmarn Belt fixed rail/road link (2014);
 - Railway for access in Denmark from Öresund (2015);
 - Railway for access in Germany from Hamburg (2015);
 - Railway Hannover-Hamburg/Bremen (2015).
21. Motorways of the sea

Projects of common interest identified in accordance with Article 12a and concerning the following motorways of the sea:

 - Motorway of the Baltic Sea (linking the Baltic Sea Member States with Member States in Central and Western Europe, including the route through the North Sea/Baltic Sea Canal (Kiel Canal) (2010));
 - Motorway of the sea of western Europe (leading from Portugal and Spain via the Atlantic Arc to the North Sea and the Irish Sea) (2010);
 - Motorway of the sea of south-east Europe (connecting the Adriatic Sea to the Ionian Sea and the Eastern Mediterranean to include Cyprus) (2010);
 - Motorway of the sea of south-west Europe (western Mediterranean), connecting Spain, France, Italy and including Malta, and linking with the motorway of the sea of south-east Europe ⁽¹⁾ (2010).
22. Railway axis Athina-Sofia-Budapest-Wien-Praha-Nürnberg/Dresden ⁽²⁾
 - Railway Greek/Bulgarian border-Kulata-Sofia-Vidin/Calafat (2015);
 - Railway Curtici-Brasov (towards Bucuresti and Constanta) (2010);
 - Railway Budapest-Wien (2010), cross-border section;
 - Railway Břeclav-Praha-Nürnberg (2010), with Nürnberg-Praha as cross-border section.
 - Railway axis Prague-Linz (2016).
23. Railway axis Gdansk-Warszawa-Brno/Bratislava-Wien ⁽³⁾
 - Railway Gdansk-Warszawa-Katowice (2015);
 - Railway Katowice-Břeclav (2010);
 - Railway Katowice-Zilina-Nove Mesto n.V. (2010).
24. Railway axis Lyon/Genova-Basel-Duisburg-Rotterdam/Antwerpen
 - Lyon-Mulhouse-Mülheim ⁽⁴⁾, with Mulhouse-Mülheim as cross-border section (2018);
 - Genova-Milano/Novara-Swiss border (2013);
 - Basel-Karlsruhe (2015);
 - Frankfurt-Mannheim (2012);
 - Duisburg-Emmerich (2009) ⁽⁵⁾;
 - “Iron Rhine” Rheidt-Antwerpen, cross-border section (2010).
25. Motorway axis Gdansk-Brno/Bratislava-Wien ⁽⁶⁾
 - Gdansk-Katowice motorway (2010);
 - Katowice-Brno/Zilina motorway (2010), cross-border section;
 - Brno-Wien motorway (2009), cross-border section.

⁽¹⁾ Including to the Black Sea.

⁽²⁾ This major route largely corresponds to the definition of pan-European corridor IV.

⁽³⁾ This major route largely corresponds to the definition of pan-European corridor VI.

⁽⁴⁾ Including the TGV Rhin-Rhône, minus the western branch.

⁽⁵⁾ Project No 5 (Betuwe line) links Rotterdam and Emmerich.

⁽⁶⁾ This major route largely corresponds to the definition of pan-European corridor VI.

26. Railway/road axis Ireland/United Kingdom/continental Europe
 - Road/railway axis linking Dublin with the North (Belfast-Larne) and South (Cork) (2010) ⁽¹⁾;
 - Road/railway axis Hull-Liverpool (2015);
 - Railway Felixstowe-Nuneaton (2011);
 - Railway Crewe-Holyhead (2008).
27. "Rail Baltica" axis Warsaw-Kaunas-Riga-Tallinn-Helsinki
 - Warsaw-Kaunas (2010);
 - Kaunas-Riga (2014);
 - Riga-Tallinn (2016).
28. "Eurocaprail" on the Brussels-Luxembourg-Strasbourg railway axis
 - Brussels-Luxembourg-Strasbourg (2012).
29. Railway axis of the Ionian/Adriatic intermodal corridor
 - Kozani-Kalambaka-Igoumenitsa (2012);
 - Ioannina-Antirrio-Rio-Kalamata (2014).
30. Inland waterway Seine-Scheldt.
 - Navigability improvements Deulemont-Gent (2012-2014-2016);
 - Compiègne-Cambrai (2012-2014-2016).

The date, agreed in advance, for completing the work is shown in brackets. The dates for completing the work for projects 1 to 20 and 30 and the details of the sections are as indicated in the High-Level Group's report where these have actually been identified.'

⁽¹⁾ Including Essen project No 13: road axis Ireland/United Kingdom/Benelux.

STATEMENT OF THE COUNCIL'S REASONS

I. INTRODUCTION

In the framework of the codecision procedure (art. 251/TEC), the Council reached, on 5 December 2003, a political agreement on the draft Decision amending Decision No 1692/96/EC on Community guidelines for the development of trans-European transport network. ⁽¹⁾ Following legal/linguistic revision, the Council adopted its common position on 14 April 2004.

In taking its position, the Council took account of the opinion of the European Parliament in its first reading on 30 May 2002 ⁽²⁾ and its renewed referral on 11 March 2004 ⁽³⁾, as well as of the opinions of the Economic and Social Committee ⁽⁴⁾ and of the Committee of Regions ⁽⁵⁾.

The Decision aims at updating the Community guidelines on the TEN-T of 1996 with a view to taking account of the increase of traffic forecasted by 2010 and resulting congestion problems as well as the enlargement of the European Union. The Decision includes a list of priority projects to be realised with the horizon of 2020, which incorporates and adds to the projects adopted by the Essen European Council in 1994 and which has been established on the basis of the recommendations contained in the report of the High-Level Group under the chairmanship of Karel Van Miert.

The new elements of the proposal include inter alia:

- the focusing of Community priorities on intermodality and existing sustainable transport modes as rail, short sea and inland waterway shipping;
- the changes to the definition of the rail network with a view to emphasising the role of the rail in freight transport;
- the concept of the 'motorways of the sea';
- the introduction of the concept of 'projects of European interest' which provides priority treatment as far as financing and consultation procedures are concerned;
- the creation of a new coordination mechanism at Community level intended to facilitate in particular operational and financial cooperation between Member States affected by the same cross-border project;
- the extension of the deadline for the conclusion of projects until 2020 and of the geographical scope of the TEN-T to include the new Member States.

II. ANALYSIS OF THE COMMON POSITION

The Council subscribes to the necessity that the Community legal framework governing the development of the trans-European transport network be adapted to the needs of an enlarged Europe so as to achieve a coherent, efficient and sustainable transport system. The Council can therefore fully support the overall objectives of the Commission proposal and indeed its content in broad lines. Where it decided to modify the text on some specific aspects, this was done mainly in order to make it clearer, simpler and easier to understand.

⁽¹⁾ The Commission presented its proposal on 9 October 2001 (OJ C 362 E, 18.12.2001, p. 205) and its supplementing proposal on 17 October 2003 (not yet published in the Official Journal).

⁽²⁾ OJ C 187 E, 7.8.2003, p. 130.

⁽³⁾ doc. 7033/04 CODEC 319 TRANS 100 ECOFIN 76 (not yet published in the Official Journal).

⁽⁴⁾ OJ C 125, 27.5.2002, p. 75.

⁽⁵⁾ OJ C 278, 14.11.2002, p. 3.

As regards the 'priorities' for the trans-European transport network (Article 5), the Council highlights the importance of promoting the interconnection of national networks, whilst also taking into consideration the high transport costs of islands and peripheral areas. The common position refers generally to the gradual achievement of an interoperable rail network including routes adapted for freight transport. The Council also subscribes to the promotion of long-distance and short sea shipping as well as to the development of sustainable mobility of persons and goods.

The Council attaches great importance to the environmental protection in the framework of transport projects (Article 8). It therefore clearly states that Member States shall take account of the results of environmental assessments in the preparation of plans and programmes. The Commission shall consider these results in its report on the guidelines and in possible legislative proposals for their review.

The Council welcomes the introduction of the new concept of the 'motorways of the sea' (Article 12a) promoting the transfer of freight from roads to short sea shipping. The specific projects — which give concrete expression to the concept of 'motorways of the sea' — shall be defined by the Commission within three years. The Council is of the opinion that this new framework should also allow for existing links to be improved; in that regard, it should be possible to promote transport of persons and goods, when freight is dominant. The common position states unequivocally that public funding (start-up aid) in the framework of 'motorways of the sea' may not lead to distortions of competition. This aid should be granted on the basis of the same criteria as those applicable under the Marco Polo programme, whilst the granting of Community financial assistance under the two instruments should not be cumulative.

The Council endorses the possibility, as this is foreseen by Article 17a, to designate an European Coordinator in order to coordinate the implementation of projects. The Council emphasises in its common position the particular competence of the Coordinator for cross-border projects and the importance of the cooperation with Member States in fulfilling the tasks assigned to the Coordinator.

With respect to the projects of common interest, which are considered priority projects, the Council's common position.

Pursuant to the general objective to speed up the implementation of the TEN-T projects, the Council welcomes the provisions on the declaration of European interest for Trans-national projects (Article 19a), which will allow a priority treatment of these projects in the framework of the Community funding. The Council states that this declaration is made in accordance with the Treaty. Given that cooperation between all Member States is a main element for the realisation of the projects, the Council deems it appropriate that the Commission consults all Member States concerned in case of a significant delay. Considering the financial and technical importance of the projects, the situation shall be examined by the Commission in an active follow-up, possibly resulting in the adoption of appropriate measures, while Member States have the opportunity to submit observations. The Commission should refrain from any measure that would penalise a Member State not responsible for the delay.

As regards coordinated actions and trans-national enquiries concerning technically and financially indivisible cross-border sections, the Council is of the view that the Member States concerned shall deploy their best efforts within the existing framework.

Finally, the Council could agree to the list of priority projects as proposed by the Commission — which was established on the basis of the work of the Van Miert High Level Group —, on which work should start before 2010; for technical reasons, one project was added to the list.

III. AMENDMENTS

The Council's common position incorporates the main features of the amendments as adopted by the European Parliament in its first reading of the proposal of 30 May 2002 and its renewed referral of 11 March 2004 respectively. However, and as a matter of principle, in the common position, no reference is made to specific projects in the text of the recitals or in that of the enacting terms; such references can only be found in Annex III, where the projects are clearly identified.

- The Council shares Parliament's view that, in accordance with the provisions of the Treaty, any decision on Community guidelines for the development of trans-European transport network, including on specific projects following these guidelines, has to be taken via the co-decision procedure. The corresponding modifications of the text have been introduced in the common position (Recital 25, Articles 18.3 and 19a). In this regard, the provisions regarding the review of projects — including their possible withdrawal of their classification as a project of European interest — can be mentioned.

As to the Parliament's amendment that it be consulted on the measures which the Commission may take in the framework of an active follow-up of the different projects declared to be of European interest (Article 19a), the Council takes the view that satisfactory mechanisms are already in place in as much as the Council's common position provides for the co-decision procedure for any change to or addition of a project and for the usual budgetary procedure when it comes to that actual financing of the project. Finally, Parliament's amendment aiming at its consultation on the drawing up by the Commission of the initial list of specific projects in the framework of the 'motorways of the sea' (Article 12a) could not be accepted for institutional reasons.

- The Council shares Parliament's concerns in relation to the protection of the environment in the framework of the preparation and realisation of transport projects. The provisions on the strategic environmental assessment have been adapted accordingly (Recital 12 and Article 8).
- Fully in keeping with Parliament's opinion, the Council has introduced some modifications of the text in order to underline the necessity of territorial cohesion by linking islands, peripheral regions and regional airports to the network (Recital 3, Article 5, Article 10.4, Article 12a.1 and Article 19.1.e). Furthermore, the common position reflects the Council's agreement with Parliament concerning the importance of inland waterways (Recital 3, Article 11 and Article 12a.3).
- Like Parliament, the Council is of the opinion that public support in the form of start-up aid for 'motorways of the sea' projects should not lead to distortion of competition. This principle has been expressly stated in the common position (Recital 16, Article 12a.4 and 12a.5). The Council also endorses that waterways or canals linking two motorways of the sea or sections thereof shall be part of the TEN-T (Article 12a.3) and that activities ensuring year-round navigability may form a project in the meaning of this Article (Article 12a.2 and 5).
- As regards the European Coordinator (Article 17a), the Council adheres to Parliament's view that the Parliament has a role to play in the designation of Coordinator and should be informed about his work. The common position reflects furthermore the importance of the consultation of regional and local authorities.
- Finally, Annex III containing the list of priority projects has been modified to take account of some technical specifications in line with Parliament's amendments (projects no. 6, 16, 21, 22 and 30). Amendments aiming at either adding projects or introducing substantive modifications to projects could not be contemplated; in this regard, it should be recalled that the Van Miert High Level Group made an extensive and technically detailed analysis of the relevance of each project, whilst fully taking account of the views of Member States concerned.

In conclusion, the Council considers its common position an appropriate and balanced text. With respect to the amendments proposed by the European Parliament in first reading, the Council observes that a large part of the amendments have been integrated — to the letter or in spirit, partially or in full — in the common position. The Council holds therefore that the text of its common position ensures that the aim sought by the amendments of Parliament is achieved.
