



COMMISSION OF THE EUROPEAN COMMUNITIES

Brussels, 24.01.1996  
COM(96) 16 final

94/0098 (COD)

**OPINION OF THE COMMISSION**

pursuant to Article 189 b (2) (d) of the EC Treaty,  
on the European Parliament's amendments  
to the Council's common position regarding the

proposal for a  
**EUROPEAN PARLIAMENT AND COUNCIL DECISION**  
on Community Guidelines for the Development of the  
**Trans-European Transport Network**

**AMENDING THE PROPOSAL OF THE COMMISSION**

pursuant to Article 189 a (2) of the EC Treaty



## Explanatory memorandum

1. The objective of this proposal is to implement, in the transport infrastructure sector, the provisions of Article 129c(1), first indent, of the EC Treaty by establishing Community guidelines for the development of the trans-European transport network.
  
2. On 28 September 1995, the Council adopted common position (EC) No 22(95) with a view to adopting the decision of the European Parliament and of the Council on Community guidelines for the development of the Trans-European Transport Network. The Commission accepted this common position with certain reservations and communicated its opinion to the European Parliament on 15 October 1995 (SEC(95)1429).

At its plenary part-session on 13 December 1995, Parliament proposed 111 amendments to the common position. The text thus amended reached the Commission on 3 January 1996.

3. In accordance with Article 189b(2)(d) of the Treaty, the Commission is delivering an opinion on those amendments. In respect of the amendments for which it delivers a favourable opinion, it is presenting an amended proposal pursuant to Article 189a(2) of the Treaty.
  
4. The Commission has delivered a favourable opinion on 39 of the 111 amendments adopted by Parliament at its plenary part-session and a negative opinion on the remaining 72. In particular, the Commission has accepted the amendments which coincide with a reservation expressed by the Commission on the Council's common position and which supplement or improve that common position. It has rejected, in particular, those amendments which tend to alter the common position as it had been accepted by the Commission and which, in the

Commission's judgment, represents a genuine improvement on the initial proposal.

For the sake of clarity, this opinion is set out in the form of a summary table (I).

5. The amendments which the Commission has accepted in whole, in part or in principle have been suitably included in the amended proposal (II).

In the case of amendments accepted in part or in principle (20), the Commission has reworded the text in such a way as to either clarify the wording of Parliament's amendments or to preserve their structure together with a consistent drafting of the proposal.

In those cases where the Commission accepts the amendments while making some changes to them, it does so on the basis of the amended proposal of 22 February 1995 (COM(95)48) and of 19 June 1995 (COM(95)298). This relates in particular to alterations made to the text of the proposal, to Annex I (maps of the networks) and to Annex III (list of priority projects).

In Annex III, in the light of new information and on its own initiative, the Commission has altered the description of two priority projects.

## Opinion of the Commission

on the amendments of the European Parliament  
to the common position (EC) N° 22/95  
adopted by the Council on 28 September 1995  
with a view to adopting a decision of the European Parliament and of the Council  
on Community Guidelines  
for the development of the Trans-European Transport Network

**SUMMARY TABLE**

Amendment		Commission opinion	
N°	Place	Remarks	
1	<b>Recital 1</b> Add a new recital stressing that development of TEN should take into account environmental aspects and economical use of public resources	Included in amended proposal with modifications (recital 2 a)	Partially accepted
2	<b>Recital 3</b> Add at the end of recital 3 a specific reference to environmental protection	Included in amended proposal with modifications (recital 3)	Accepted in essence
3	<b>Recital 3a</b> Add a new recital aiming at encouraging less harmful means of transport, with respect to situation of each M.S.	Included in amended proposal with modifications	Accepted in essence
4	<b>Recital 6</b> Add at the end of recital 6 a reference to the need of evaluation of alternatives for projects	Included in amended proposal with modifications	Accepted in essence
5	<b>Recital 6a</b> Add a new recital related to job creation and Delors White Paper	Included in amended proposal with modifications	Accepted in essence
6	<b>Recital 9</b> Delete recital 9 related to reports by the Commission on the implementation of the guidelines	See Amendment 28	Rejected
7	<b>Recital 10</b> New formulation of recital 10 requiring the assistance of the infrastructure committee to determine projects of common interest	See Amendment 27	Rejected

Amendment		Commission opinion	
N°	Place	Remarks	
8	<b>Article 2(2)</b>		
	a) Precise that the network shall contribute to Community objectives and add a reference to competition	Included in amended proposal with modifications	Accepted in essence
	b) Replace "high quality" by "good quality" infrastructure Add reference to services. Replace "best" economic terms by "acceptable"	Included in amended proposal with modifications	Accepted in essence
	c) Add a specific reference to environmental advantages	Included in amended proposal with modifications	Accepted
	e) Delete "insofar as possible" and precise that the network shall be interoperable "within and between modes"	Included in amended proposal with modifications	Partially accepted
9	<b>Article 3</b>		
	(2) Add in the description of the network "inland ports" and "navigation aids"	Rewording inappropriate	Rejected
	(3a) Add a new paragraph stating that basic requirements for interoperability shall be laid down separately	Included in Article 1 paragraph 3	Rejected

Amendment		Commission opinion	
N°	Place	Remarks	
10	<b>Article 4</b> (e) Add reference to "near large urban areas" when creating interconnection centres  (ja) Add a new paragraph including in the broad lines of measures "any other necessary measures"  (jb) Add a new paragraph related to analysis on cost/benefit and job creation for the regions concerned	Included in amended proposal with modifications  Included in amended proposal  Impact analysis for the regions concerned incumbent on the Member States	Partially accepted  Accepted  Rejected
11	<b>Article 5</b>  (a) Add "establishment" (and development of connections)  (b) Replace "development" (of access) by "improvement"  (c) Reference to incorporation of modes of transport and improvement of transfer points  (ca) New paragraph referring to projects of particular economic interest  (h) Replace paragraph on environment by a paragraph on technical installations necessary for information to users	  Included in amended proposal  Included in amended proposal  These references are already comprised in Article 5 indent c) and f)  Included in amended proposal with modifications  Reference to technical installations for information is already comprised in Article 5 indent i)	  Accepted  Accepted  Rejected  Accepted  Rejected
12	<b>Article 6</b> : New title "Links with third countries" Add a specific reference to Article 228	Formulation in Article 6 more accurate; reference to Article 228 is implicitly comprised	Rejected



Amendment		Commission opinion	
N°	Place	Remarks	
13	<b>Article 7</b> (1) Replace "socio-economic" costs and benefits by costs and benefits to "the economy as a whole"  (2a) New paragraph referring to projects listed in annex III  (2b) New paragraph asking M.S to implement outline plans and projects  (2c) New paragraph stating that any Community funding shall be conditional upon respect of environment and EU legislation	Formulation in common position more accurate  Included in amended proposal  Included in amended proposal  Inappropriate, subject to regulation on financial grants	Rejected  Accepted in essence  Accepted  Rejected
14	<b>Article 7a</b> New article on environmental requirements a) at <u>Community level</u> - method for evaluation of the whole network - corridor analysis b) at <u>national level</u> - evaluation of possible dangers of projects - application of habitat directive - EIA (Directive 85/337)	Included in amended proposal with modifications	Accepted in essence
15	<b>Article 10</b> (4) Inclusion of a paragraph related to information and traffic management system	Included in amended proposal with modifications in Annex II section 4	Accepted in essence
16	<b>Section 5</b> New title of section 5 "Seaports and maritime traffic infrastructure"	Included in amended proposal with modifications	Accepted in essence

Amendment		Commission opinion	
N°	Place	Remarks	
17	<b>Article 11</b> New drafting of article related to ports	Included in amended proposal with modifications	Accepted in essence
18	<b>Article 11a</b> New article on sea ports and coastal shipping (description of short-sea-shipping)	Included in amended proposal with modifications (Article 11, paragraph 2)	Accepted in essence
19	<b>Article 11b</b> New article on sea transport safety and information systems for European waters Paragraph 1 Paragraph 2 : Reference to the need for the system to comply with international rules	Restructuring, more accurate structure and definition in Article 14 and Annex II section 8 of the common position	Rejected
20	<b>Section 6</b> New title of section 6 "Air transport infrastructure network"	Suggested title does not reflect content of Article which relates only to airports	Rejected
21	<b>Article 12a</b> New article on air traffic control (1) The network shall include the infrastructure needed for air traffic control (2) (3) Projects shall be compatible with a european ATM system and run by a European organization	More accurate structure and definition in Article 15 and Annex II Section 9 of common position	Rejected

Amendment		Commission opinion	
N°	Place	Remarks	
22	<b>Section 8</b> delete section 8 on the trans-european shipping management and information system	Restructuring, see Amendment 19	Rejected
23	<b>Section 9</b> Delete section 9 on Air traffic control network and article 15	Restructuring, see Amendment 21	Rejected
26	<b>Article 17</b> Article on "identification of common interest" Upon request, the Commission may determine that a project is of common interest	In view of Article 155 of the Treaty this assignment of competence is not necessary	Rejected
27	<b>Article 17a</b> Add a new article on advisory committee requesting the assistance of the Infrastructure Committee (decision 78/174) for implementation and update of guidelines	Definition of advisory committee in Article 17 more accurate. The Infrastructure Committee created by Council Decision of 20.2.1978 does not comply with the new requirements of the establishment of trans-European networks	Rejected
28	<b>Article 18</b> New drafting of the article related to report on the implementation of the guidelines Annual report including specific monitoring for job creation and income growth by region	Given the long time-scale for major infrastructure building an annual report on job creation and income growth effects broken down by region would be inadequate	Rejected
29	<b>Article 18a</b> New article stipulating that Commission shall make a report every five years on the implementation of the guidelines with indication of the follow up of the SEA	Already included in Article 18 of common position with modifications.	Rejected

Amendment		Commission opinion	
N°	Place	Remarks	
30	<b>Article 18b</b> Add a new article stipulating the Commission to propose minimum environmental standards and pipelines network within the next 2 years.	The decision is addressed to the Member States. The provision would affect the right of proposal by the Commission.	Rejected
31	<b>Article 19</b> Delete article referring to the repeal of the Council Decision 78/174/EEC	See Amendment No 27.	Rejected

**ANNEX I**  
**Road Network**

Amendment		Commission opinion	
No.	Place	Remarks	
32	Add : Limoges- Perigueux- Agen-Auch- Tarbes- (RN 21)- Somport- Huesca- Zaragossa- Valencia	Parallel to two main axis, risk of increase traffic on Somport corridor	Rejected
33	Add : Limerick- Tralee- Killarney- Cork	Important for economic and social cohesion of peripheral region	Accepted
34	Add : link with multimodal centre (Nijmegen) to A73 motorway	The guidelines do not identify traffic centers	Rejected
35	Add: Weert-Roermond	Local importance	Rejected
36	Add : M180 linking Grimsby and Immingham to M18 and A1	Links to sea ports	Accepted
37	Delete Birmingham Northern Relief	Removal of an important bottleneck on N-S axis (Essen priority project)	Rejected
38	Add : A 120 from Stansted Airport to Harwich - Parkeston Quay	Included from Stansted Airport to Harwich; link to sea port and airport	Accepted
40	Add by-pass Giessen	Important bypass	Accepted
41	Add A252 Hafenuerspange-Hambourg-A7-A24	Cannot be shown on map because of scale	Accepted
42	Add Ochtrup-Enschede	Local importance	Rejected
43	Add Trikala-Larissa	Not approved by Member State concerned	Rejected

44	Delete : i) Lamia-Agrinio Tripoli- Pargos Megalopoli- Sparti- Githio Iraklio - Aggi Deka- Ierapetra ii) Farsala-Volos	Local importance only  Inclusion approved by Member State concerned  Parallel to existing main N-S axis  Inclusion approved by Member State concerned  Deletion required by Member State concerned	Accepted  Rejected  Accepted  Rejected  Rejected
50	Delete E63 (Finland)	Parallel to existing main N-S axis	Accepted
51	Delete St-Etienne Toulouse	Inclusion approved by Member State concerned	Rejected
52	Add : Sestri - Tortona Verona -Ferrara - Ravenna Lucca- Modena Cremona -Milano	Deletion required by Member State concerned	Rejected
53	Delete : Voltri - Alessandria Vercelli -Arona Brescia - Piacenza	Inclusion required by Member State concerned	Rejected
54	Delete : i) Braga - Viana do Castelo Porto - Leixoes Sines - Grandola - Beja V.V Ficalho Faro connection ii) Braga -Chaves	i) Important for economic and social cohesion of peripheral region  ii) Parallel to another East-West axis	Rejected  Accepted
55	Delete: R45 Göteborg-Karesuando (Sweden)	Parallel to existing main N-S axis	Accepted

## ANNEX I

## Rail Network

Amendment		Commission opinion	
No.	Place	Remarks	
56	Delete Magnetschwebebahn	Inclusion required by Member State concerned	Rejected
57	Add : Cuxhaven-Stade- Hamburg : conventional line	Link to sea ports	Accepted
58	Add : Frankfurt- Hildesheim- Braunschweig- Wolfsburg - Berlin (H.S. line)	Bypass to circumvent the area of Hannover	Accepted
59	Add : New conventional link Elmshorn- Bremen/ Hamburg line (western Elbe crossing)	Bypass of Hamburg on direct axis to Scandinavian countries	Accepted
61	Add H.S line Hamburg - Berlin	Conventional line required by Member State concerned. See Amendment 56	Rejected
62	Downgrade Berlin-Rostock as conventional line	Important link of peripheral region (port) to central region of Berlin	Rejected
64	Add : Freiburg - Colmar (conventionnal line)	Re-establishment of border crossing between Germany and France	Accepted
66	Add : upgraded H.S line Amsterdam- (via Hengelo - Osnabrück) Hannover	Additional Wes-East axis between NL and D	Accepted
67	Add : Zaragoza- Canfranc- Pau	Cost/benefit ratio probably negative, topographical + gauge problems	Rejected

Amendment		Commission opinion	
No.	Place	Remarks	
68	Add :Oloron- Canfranc	Same as above	Rejected
69	Add : Rosslare-Dublin (upgraded H.S. line)	No obvious need forecast for upgrading to H.S.	Rejected
70	Add: a) Inverness- Kyle b) Glasgow- Fort William- Mallaig c) Glasgow Airport- Glasgow	a) Inclusion requested by Member State concerned b) Inclusion requested by Member State concerned c) Link to airport	Accepted Accepted Accepted
71	Upgrading to H.S. lines : Liverpool- Warrington- Manchester- Hull Crewe to Holyhead London- Leicester- Sheffield	Conventional line already included, no needs for H.S.	Rejected
72	Add H.S line Glasgow-Edinburgh	Conventional line already included, no needs for H.S.	Rejected
76	Add H.S. line: Penzance - London via Bristol	Link to improve spatial cohesion of peripheral region	Accepted



Amendment		Commission opinion	
No.	Place	Remarks	
77	Downgrade as conventional line Salzburg-Bischofshofen Villach - Italian border Wien - Bruck a.d. Mur-Villach Linz - Selzthal - Bruck a.d. Mur Parndorf - Slovak border	Upgrading to HS lines required by Member State concerned	Rejected
81	Downgrade as conventional line : Gävle - Ange - Östersund	Upgrading to HS line required by Member State concerned	Rejected
82	Delete H.S line Gävle - Sundsvall and Ange Sundsvall	Same as above	Rejected
83	Add H.S. line Roma-Napoli-Bari	Rome-Napoli : already included as planned H.S. line; Napoli-Bari included as upgrading to H.S. line	Accepted
84	Add H.S. line Roma-Napoli-Reggio Calabria	Roma-Napoli (Battipaglia) included as planned H.S. line; Battipaglia-Reggio di Calabria included as upgrading to H.S. line	Accepted
85	Add: Berlin-Moscow	Out of scope of TEN guidelines	Rejected
86	Atlantic Arc <b>Ports</b>	Out of scope of TEN guidelines	Rejected
87	Inclusion map of ports, ferries lines and inland waterways from COM 106	Since it is impossible to show all ports on a map, a selective indication of ports would be discriminatory and could create competition problems.	Rejected

Amendment		Commission opinion	
No.	Place	Remarks	
88	Insert port of Thessaloniki	Same as above	Rejected
89	Add: Port of Aalborg	Same as above	Rejected
90	Add: Port of Fredericia	Same as above	Rejected
91	Add: Port of Esbjerg	Same as above	Rejected
92	Add: Ports of Wilhemshaven Cuxhaven Nordenham Brake	Same as above	Rejected
93	Add: Port of Mukran	Same as above	Rejected
94	Add: Port of Brunsbuttel	Same as above	Rejected
95	Add: Ports of Immingham Grimsby	Same as above	Rejected
96	Add: King's Lynn Great Yarmouth The Haven ports (Ipswich, Harwich, Felixstowe) Tilbury Sheerness Ramsgate Dover Folkstone Thamesport	Same as above	Rejected
97	Name the port of Newhaven on UK maps	Same as above	Rejected
98	Add: Port of Antwerp (Maritime + inside port)	Same as above	Rejected

Amendment		Commission opinion	
No.	Place	Remarks	
99	Add main ports of peripheral regions and ports of Canaries, Açores and Madeira Islands	Same as above	Rejected
100	Add Great Yarmouth/IJmuiden Ramsgate/Oostende	Guidelines do not identify maritime links/services	Rejected
101	Add :Igoumenitsa-Patras-Cyprius-NorthAfrica	Guidelines do not identify maritime links/services	Rejected
	<b>Airports</b>		
102	Add: Salamanca	Deletion requested by Member State concerned	Rejected
103	Add: Skive	Deletion requested by Member State concerned	Rejected
	<b>Combined Transport</b>		
104	Add :Oviedo-Pajares-Leon (CT)	Not enough traffic forecast	Rejected
105	i) Add CT rail line Munich-Verona-Bologna-Ravenna-Ancona-Brindisi-Igoumenitsa-Larissa-Patras-North Africa  ii) Tyrrhenian Sea-Rome-Orte-Falconara-Ancona-Split/Sarajevo-Durazzo/Tirana-Igoumenitsa-Larissa-Patras-Cyprus/Malta-North Africa	i) Guidelines do not identify maritime links. CT line München-Verona-Bologna-Brindisi already included  ii) Guidelines do not identify maritime links/services	Accepted  Rejected
106	Add :Cardiff-Fishguard (CT)	Not enough traffic forecast	Rejected

Amendment		Commission opinion	
No.	Place	Remarks	
107	Add :Cuxhaven-Stade-Hamburg (CT)	Not enough traffic forecast	Rejected
108	Add :Iron Rhine (Antwerpen- Ruhrgebiet) towards Rotterdam and Zeebrugge	Included in C.T corridors	Accepted
109	Include rail-port-sea connection in Rotterdam-Antwerp-Zeebrugge and Rhine rail connection in Duisburg.	Included in C.T. corridors, but the guidelines do not identify interconnection points	Accepted
110	Include rail-ports-waterways connecting points : Lübeck-Rostock-Stettin.	Guidelines do not identify interconnection points	Rejected
111	Include Oloron Ste Marie/ Canfranc/ Estacion as connecting points	Guidelines do not identify interconnection points	Rejected
112	Add :Traversée centrale des Pyrénées	Needs further studies	Rejected
113	Add port of Dunkerque and link with the Tunnel	No interest forecast for CT line, Dunkerque is well served by ferry lines.	Rejected
114	Add (CT): Lübeck via Rostock to Szczecin	Economically not justified	Rejected
115	Add :Oloron-Canfranc (CT)	Not economically justified. Topographical and gauge problems	Rejected
116	Add: London-Gatwick-Lewes-Newhaven (combined transport)	Not enough traffic forecast	Rejected

Amendment		Commission opinion	
No.	Place	Remarks	
119	Add C.T : Paris - Rouen -Dieppe - Newhaven - Lewes - Gatwick - London	Not enough traffic forecast	Rejected
121	C.T: show the Sicily channel crossing	Already included in map	Accepted
122	Add: Twente-Mittellandkanal	Deletion required by M.S. concerned, studies show that the project is not economically viable	Rejected
123	Trieste-Ravenna Ancona-Brindisi Igoumenitsa-Patras-Cyprius-Malta-North Africa  Barcelona-Marseille-Genova Livorno-Civitavecchia ..	Guidelines do not identify maritime links	Rejected
125	Inland waterway maps Add: Rhein - Maas, Van Harigsma - Kanal	Deletion required by M.S. concerned, no interest for inland navigation	Rejected
126	Inland waterway: Add to Po: Milano - Cremona	Po extension Milano-Pizzighettone (Cremona) planned in the next years	Accepted
139	Add H.S line Oporto - Vigo	Conventional traffic well served, no needs forecast for H.S	Rejected
140	Add H.S lines Eisenach - Kassel; Stuttgart - Würzburg	No needs forecast for H.S	Rejected
143	Add road : La Coruña - Central Asturias - Santander	Parallel to La Coruña - Oviedo - Santander route	Rejected

145	Add (rail ) :	i) Channel route n°1	ii) Channel route n°2	iii) Thamesport to the Channel Tunnel Rail Link	Accepted
					Rejected
					Rejected

- i) Already included in initial proposal
- ii) Parallel to Channel route n°1
- iii) Local importance

ANNEX II

Amendment		Commission opinion
No.	Place	
127	Deletion of sections 2 to 10 of criteria and specifications for projects of common interest.	<p>Remarks</p> <p>Detailed description in Annex II sections 2 to 10 of common position represents an improvement upon the original proposal.</p> <p>Rejected</p>

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### Annex III

Amendment		Commission opinion	
No.	Description	Remarks	
128	<p>Selection criteria</p> <ul style="list-style-type: none"> <li>- Project within TEN,</li> <li>- Missing link, interconnection node with reference for international traffic,</li> <li>- to begin within the next 5 years,</li> <li>- total cost of all projects shall not exceed the funds available</li> <li>- Investment allocation:  Rail: min 40%  Road: max 25%  CT: min 15%  taking account of particular interest of the cohesion countries.</li> </ul> <p>a) Malpensa-Linate airport system: Rail and underground links, airport facilities for combined transport</p> <p>b) Add extension of the HST East to Stuttgart-Ulm-Augsburg-München and Wien</p>	<p>Included in amended proposal</p> <p>Included in amended proposal</p> <p>Included in amended proposal</p> <p>Precise figures on costs and funds (national, community) of all projects are unknown</p> <p>Included in amended proposal with qualification that the figures are only indicative</p> <p>This amendment emphasises links to airport system but would seem to exclude Malpensa airport (Essen project) itself</p> <p>Re-establishment of the former west-east rail connection Paris-Wien(-Budapest). The main sections are already in planning or under construction</p>	<p>accepted</p> <p>accepted</p> <p>accepted</p> <p>rejected</p> <p>accepted</p> <p>rejected</p> <p>accepted</p>



Amendment		Commission opinion	
No.	Description	Remarks	
c)	Add extension of the HST Lyon-Torino to Genova	Extension not considered by Essen Council as a priority project	rejected
d)	Add combined transport north-south : München - (Wien) - Bologna - Verona - Ravenna - Ancona - Igoumenitsa - Patras - eastern Mediterranean and north Africa	Features of this project have still to be studied before being considered as a priority project.	rejected
e)	Elimination of Cattolica bottleneck, improvement of the Adriatic railway line, international traffic centres and organization of waterway routes from Cremona to the Adriatic.	Features of this project are not precise enough to be considered as a priority project	rejected
f)	Multimodal links and infrastructures for Adriatic and inland ports.	Same as above	
g )	Deletion : Motorway corridor Valencia - Saragossa - Le Somport;	Project endorsed by Essen Council	rejected
h)	Add rail to road link Ireland/UK/Benelux	Amendment aims at multimodal trans-European corridor linking the periphery to the central regions	accepted
i)	Short sea combined transport terminal Rotterdam	The guidelines do not identify individual interconnection points	rejected
j)	Drafting of transport concept for the Po Valley	Out of scope of proposal	rejected

	<p>k) Improving navigability of the Elbe between Magdeburg and the Czech border</p> <p>l) Combined road/rail crossing of the Elbe west of Hamburg</p> <p>m) Combined coastal route Barcelona-Marseille-Genova-Livorno-Civitavecchia-Rome-Orta-Palermo</p> <p>n) Multimodal link across Strait of Messina</p> <p>o) Rail Corridor Tyrrhenian Sea-Adriatic-Rome-Ancona-Sarajevo-Durriës/Tirana/Igoumenitsa-Larissa-Patras-Cyprus/Malta-North Africa</p> <p>p) Combined transport links projects n° 38-41</p>	<p>Environmental requirements to be solved before determined as priority project</p> <p>Crossing not considered by Essen Council as a priority project</p> <p>Guidelines do not identify maritime routes</p> <p>Definition of project not yet mature</p> <p>Not considered by the Essen Council as a priority project; guidelines do not identify maritime routes</p> <p>Definition of combined transport projects not yet mature</p>	<p>rejected</p> <p>rejected</p> <p>rejected</p> <p>rejected</p> <p>rejected</p> <p>rejected</p>
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**II**

Amended proposal for a

**EUROPEAN PARLIAMENT AND COUNCIL DECISION**

**on Community Guidelines for the Development of the**

**Trans-European Transport Network**

*(presented by the Commission in accordance with Article 189a(2) of the EC Treaty)*

25a

(Amendment 1, 2)  
After Recital 2, new recital

(2a)

Whereas the trans-European networks take into account the objective of protecting nature and the countryside.

(Amendment 3)  
Recital 3 (new)

Whereas, as advocated in the Commission's White Paper on the development of a common transport policy, environmental protection should be improved:

- by making optimum use of existing capacities, by integrating all networks relating to the various modes of transport into a trans-European network for the road, rail, inland waterway, sea and air transport of goods and passengers;

- by using the means of transport least harmful to the environment, such as railways, inland waterways, transport by sea - in particular short distance coastal transport - and combined transport, taking into account the diversity of the situations which exist within the Member States.

(Amendment 4)  
Recital 6

Whereas it is necessary to identify projects of common interest which contribute to the achievement of these objectives and which correspond to the priorities of the action which have thus been established; whereas only projects

Whereas it is also necessary to identify projects of common interest which contribute to the achievement of these objectives and which correspond to the priorities established; whereas only projects which are potentially economically viable should be taken into

## Common position

which are potentially economically viable should be taken into account;

## Amended proposal

account; whereas projects shall be evaluated against possible alternatives for the infrastructure concerned.

(Amendment 5)  
Recital 6a (new)

Whereas the investment planned for the trans-European transport networks should also have an impact on employment, in accordance with the White Paper on "Growth, Competitiveness, Employment".

(Amendment 8)  
Article 2(2)  
Objectives

2. The network must:
- (a) ensure the sustainable mobility of persons and goods within an area without internal frontiers under the best possible social and safety conditions, while taking account of the Community's objectives, particularly in regard to the environment, and contribute to strengthening economic and social cohesion;
  - (b) offer users high-quality infrastructure on the best possible economic terms;
  - (c) include all modes of transport, taking account of their respective advantages;
  - (e) be, in so far as possible, interoperable,

2. The network must:
- (a) ensure the sustainable mobility of persons and goods within an area without internal frontiers under the best possible social and safety conditions, while helping to achieve the Community's objectives, particularly in regard to environmental protection and competition, in accordance with Article 2 of the Treaty, and contribute to strengthening economic and social cohesion;
  - (b) offer users good quality infrastructure on acceptable economic terms;
  - (c) include all modes of transport, taking account of their comparative advantages, in particular the environmental advantage;
  - (e) be interoperable within and between modes of transport in so far as possible,

Common position

Amended proposal

(Amendment 10)

Article 4

Main lines of action

(e) the optimum combination of modes of transport, in particular by creating interconnection centres, ...

(e)

... near large urban areas.

(ja) any other measures which prove necessary for achieving the objectives referred to in Article 2;

Amendment 11

Article 5

Priorities

In view of the objectives set out in Article 2, priority for action should be given to:

In view of the objectives set out in Article 2, priority for action should be given to:

(a) development of the connections, key links and interconnections needed to eliminate bottlenecks, fill in missing sections and complete major routes;

(a) the creation or development of the connections, key links and interconnections needed to eliminate bottlenecks, fill in missing sections and complete major routes;

(b) development of access to the network, making it possible to link island, landlocked and peripheral regions with the central regions of the Community;

(b) improvement of access to the network, making it possible to link island, landlocked and peripheral regions with the central regions of the Community;

(ca) the carrying out of projects of particular economic interest, in the light of a cost-benefit analysis which takes into account the environmental impact of these projects and their usefulness in contributing to economic and social cohesion within the Community;

(Amendment 13)

Article 7

Projects of common interest

- (2a) the projects listed in Annex III should be begun within the next five years. The list is not exhaustive.
- (2b) the Member States shall take the necessary measures to implement the outline plans, particularly to ensure that projects of common interest are completed more simply and quickly.

(Amendment 14)

Article 7a (new)

Environmental requirements

When planning, developing and completing the network, environmental protection requirements must be taken into account:

- (a) at Community level:
- by developing methods of analysis for strategically evaluating the environmental impact of the whole network;
  - by carrying out, where appropriate in the affected areas, trans-European corridor analyses;
- (b) at national level:
- by evaluating the possible dangers to the environment of the projects of common interest defined in Article 7;
  - by carrying out environmental impact assessment pursuant to Council Directive 85/337/EEC and complying with Community legislation on nature conservation

when projects of common interest are implemented.

(Amendment 16)  
Section 5, Title

SEAPORTS

SEAPORTS AND MARITIME  
TRANSPORT INFRASTRUCTURE

(Amendment 18)  
Article 11 (new) paragraph 2

2. Furthermore, port and port-related infrastructure shall support, in particular, the development of short sea shipping. Short sea shipping shall include national coastal shipping in the European Union, links between the Member States and links with third countries in the Baltic, North, Barents, Black and Mediterranean Seas. Short sea shipping shall comprise both maritime and river-borne shipping links and include links along and between coasts and to and from islands.

(Amendment 29)  
Article 18

1. Every five years after the entry into force of this Decision, and for the first time before 1 July 1999, the Commission shall submit a report to the European Parliament and the Council indicating whether the guidelines should be adapted to take account of economic developments and technological developments in the transport field, in particular in rail transport.
1. Every five years after the entry into force of this Decision, and for the first time before 1 July 1999, the Commission shall submit a report to the European Parliament and the Council indicating whether the guidelines should be adapted to take account of economic developments, environmental requirements and technological developments in the transport field, in particular in rail transport.



Common position

In drawing up the report, the Commission shall be assisted by the Committee referred to in Article 17.

2. Further to the report referred to in paragraph 1, the Commission shall, if necessary, submit appropriate proposals.

Amended proposal

In drawing up the report, the Commission shall be assisted by the Committee referred to in Article 17.

2. Further to the report referred to in paragraph 1, the Commission shall, if necessary, submit appropriate proposals.

## Annex I

### Outlines of the networks illustrated by maps

#### In Section 2 - Road network - include the following links:

- Amendment 33:* Limerick - Tralee - Killarney - Cork (Irl);  
*Amendment 36:* M180 linking Grimsby and Immingham to the M18 and A1 (UK);  
*Amendment 38:* A120 Stansted airport - Harwich (UK);  
*Amendment 40:* Giessen by-pass (D);  
*Amendment 41:* A252 cross-port motorway link - Hamburg - A7 - A24 (D)

#### In Section 2 - Road network - delete the following links:

- Amendment 44:* Lamia - Agrinio/Tripoli - Pirgos/Megalopoli - Sparti - Githio/Iraklio - Aggi Dekka - Ierapetra (EL);  
*Amendment 50:* E 63 (SF);  
*Amendment 54:* Braga - Chaves (P);  
*Amendment 55:* R 45 Gothenburg - Karesuando (S)

#### In Section 3 - Rail network - add the following links:

##### Conventional lines:

- Amendment 57:* Cuxhaven - Stade - Hamburg (D);  
*Amendment 59:* Elmshorn - Bremen - Hamburg (D);  
*Amendment 64:* Freiburg - Colmar (D/F)  
*Amendment 70:* Inverness - Kyle/Glasgow - Fort William - Mallaig/Glasgow airport - Glasgow (UK);  
*Amendment 145:* Channel route No 1 (UK)

##### Planned high-speed rail links:

- Amendment 58:* Frankfurt - Hildesheim - Brunswick - Wolfsburg - Berlin (D);  
*Amendment 66:* Amsterdam - Hannover (via Hengelo/Osnabrück (NL/D));  
*Amendment 76:* Penzance - London via Bristol (UK);  
*Amendments 83 & 84:* Rome - Naples (planned high-speed line) and Naples - Bari and Naples - Reggio di Calabria (lines intended for conversion to high-speed) (I)

**In Section 4 - Inland waterways -  
add the following link:**

*Amendment 126:* Canal (planned) Pizzighettone - Milan (I)

**In Section 7.1 - Combined transport (rail) -  
add the following link:**

*Amendments 108 & 109:* "Iron -Rhine" (Antwerp-Ruhr) railway line with links to Rotterdam and Zeebrugge (B/NL/D)

Common position

Amended proposal  
(Amendment 15)  
Annex II, Section 4

**Traffic management**

All infrastructure projects relating to technical facilities and computer systems for managing traffic on the network shall be regarded as projects of common interest.

**NETWORK OF INLAND  
WATERWAYS AND PORTS**

**Traffic management**

All infrastructure projects relating to:  
= a signalling and guidance system for vessels, in particular those carrying dangerous or polluting goods;  
= communications systems for emergencies and inland waterway safety;

shall be regarded as projects of common interest.

**Annex III**  
**Priority projects**  
(Article 7, paragraph 3)

Selection criteria:

Projects included in the list of priorities must satisfy the following criteria:

- the projects, including their access routes, must form part of the trans-European network;
- the projects must complete missing links or create interconnection nodes, and they must be assessed by reference to their share of international traffic;
- work should begin within the next five years;
- for guidance, investment should be allocated as follows:

rail: minimum 40%  
road: maximum 25%  
combined transport: minimum 15%  
account must be taken of the particular interests of the cohesion countries.

**I. Priority projects (total investment ECU 91 billion/ 40 billion for 1995-1999)<sup>1</sup>**

High-speed train/combined transport North-South

Nuremburg-Erfurt-Halle/Leipzig-Berlin

Brenner axis Verona-Munich

High-speed train (Paris) - Brussels/ Brussels-Cologne-Amsterdam-London

Belgium: F/B border - Brussels/

Brussels - Liège - B/D border;

Brussels - B/NL border

United Kingdom: London - Channel

Tunnel access

Netherlands: B/NL border - Rotterdam - Amsterdam

Germany: (Aachen) - Cologne - Rhine/Main

High-speed train South

Madrid - Barcelona - Perpignan - Montpellier

Madrid - Vitoria - Dax

High-speed train East

Paris - Metz - Strasbourg - Appenweier - (Karlsruhe)

with links to Metz - Saarbrücken -

Mannheim and Metz - Luxembourg,

and continuation from Stuttgart to Vienna via Ulm, Augsburg and Munich.

Conventional rail/combined transport:

Betuwe line

Rotterdam - NL/D border -

(Rhine/Ruhr)

High-speed train/combined transport

France - Italy

Lyon-Turin

Turin-Milan-Venice-Trieste

Greek motorways: Pathe and Via Egnatia

Rio Antirio, Patras-Athens-Thessaloniki-Prohamon-(Bulgarian border)

Igoumenitsa-Thessaloniki-Alexandroupolis-Ormenio-

(Greek/Bulgarian border)-Kipi (Turkish border)

Lisbon-Valladolid motorway  
(via Aveiro)<sup>2</sup>

Conventional rail link Cork-Dublin-Larne-(Londonderry)-Stranraer

Malpensa (Milan) Airport

Fixed rail/road link between Denmark and Sweden  
(Öresund fixed link) including access routes for road, rail and air transport

Nordic triangle

Ireland/United Kingdom/Benelux road and rail link

West Coast main line (rail: UK)

## **II. Further projects of importance (total investment ECU 49 billion/23 billion for 1995-1999)**

Spata Airport (Athens) (by the year 2000)\*

Berlin Airport (1995-1998)

Maurienne motorway (by 1998)

Marateca-Elvas motorway (by 1997)

High-speed train in Denmark

Trans-Apenine motorway, Bologna-Florence (1995-2001)

High-speed train/combined transport Danube axis (1995-2010)

Munich/Nuremberg-Vienna (Budapest-Bratislava)

Nice-Cuneo motorway (1997-2010)

Fehmarn Belt: fixed link Denmark-Germany (1998-2010)

Bari-Otranto motorway (1998-2003)

Rhine-Rhone Canal (1995-2007)

Seine-Escaut Canal (1999-2006)

Elba-Oder Canal (1999-2010) Widening of the Danube between Straubing and Vilshofen (1999-2010)

High-speed rail link Randstad-Rhine/Ruhr (1998-2010)

Amsterdam-Arnhem (-Cologne)  
Valencia-Zaragoza-Somport road  
corridor (1995-2002)  
(Brenner-) Florence-Rome-Naples  
high-speed rail link (after 2000)  
Luxembourg-Brussels high-speed rail  
link (after 1999)  
Naples-Reggio Calabria road corridor  
(by 2000)  
Coastal shipping and port infrastructure  
projects

\* the years given in brackets refer to  
the date on which work is expected to  
begin.

**Combined transport links:**

The following rail links will be adapted to  
combined transport within the next five years:

1. Taulov-North Jutland
2. Hamburg-Padborg-Taulov-Copenhagen
3. Hamburg-Berlin
4. Hannover-Berlin
5. Nuremberg-Berlin
6. Berlin-Dresden
7. Frankfurt-Würzburg
8. Betuwe line (Rotterdam-Ruhr) and the  
links to Hengelo and Venlo
9. Rotterdam-Antwerp/Zeebrugge-Brussels-  
Luxembourg-Bettembourg
10. Antwerp-Aachen
11. Rotterdam-Antwerp-Brussels-Aulnoye
12. Aachen-Liege-Erquelinnes
13. Oporto-Lisbon-Madrid-Barcelona
14. Lisbon-Burgos-Irun-F/E border
15. Port-Bou-Barcelona-Valencia-Murcia
16. Madrid-Almeria/Algeciras
17. Le Havre-Paris
18. Dijon-Modane
19. Paris-Strasbourg
20. Kehl-Dijon
21. Nancy-Avignon
22. Marseilles-Genoa
23. Avignon-Narbonne
24. Paris-Dijon
25. Paris-Hendaye
26. Aulnoye-Metz
27. Tarvisio-Udine-Bologna
28. Brenner corridor-Bologna
29. Udine-Trieste
30. Iselle-Turin/Milan-Bologna
31. Modane-Turin-Milan
32. Chiasso-Milan
33. Verona-Trieste

34. La Spezia-Fidenza
35. Livorno-Florence
36. Patras-Athens
37. Athens-Larissa (Volos) - Thessaloniki-Northern border (former Yugoslavia and Bulgaria)

### **III. Europe-wide projects (approximately ECU 50 billion total investment, ECU 10 billion until 1999)**

With regard to the projects dealing with the implementation of new technologies and relating to traffic management and which will improve the use of infrastructure for all modes of transport (land, sea, air) benefiting several Member States, the following have been identified as pilot schemes which should be implemented within the next five years:

- air traffic management: harmonization and integration of the national air traffic management systems within a unified system;
- road traffic management services: pilot schemes using traffic control centres and Radio Data System (RDS) - Traffic Message Channel (TMC);
- vessel traffic management and information services: a European ship reporting system;
- system of positioning and navigation: development and implementation of European components of the global navigation satellite system (GNSS);
- pilot projects for a rail traffic management system: control command systems for selected high-speed rail links.

For these projects, the provisions of Article 16 are applicable.



#### **IV. Projects connecting to third countries**

(These projects are mentioned here for the sake of completeness, subject to the specific decision-making procedures applicable).

- Berlin-Warsaw-Minsk-Moscow (rail and road);
- Dresden-Prague (rail and road);
- Nuremberg-Prague (road);
- fixed link across the Danube (road and rail) between Bulgaria and Romania;
- Helsinki-St. Petersburg-Moscow (rail and road);
- Trieste-Ljubljana-Budapest-Lviv-Kiev (rail and road);
- Baltic Sea Telematic Platform.

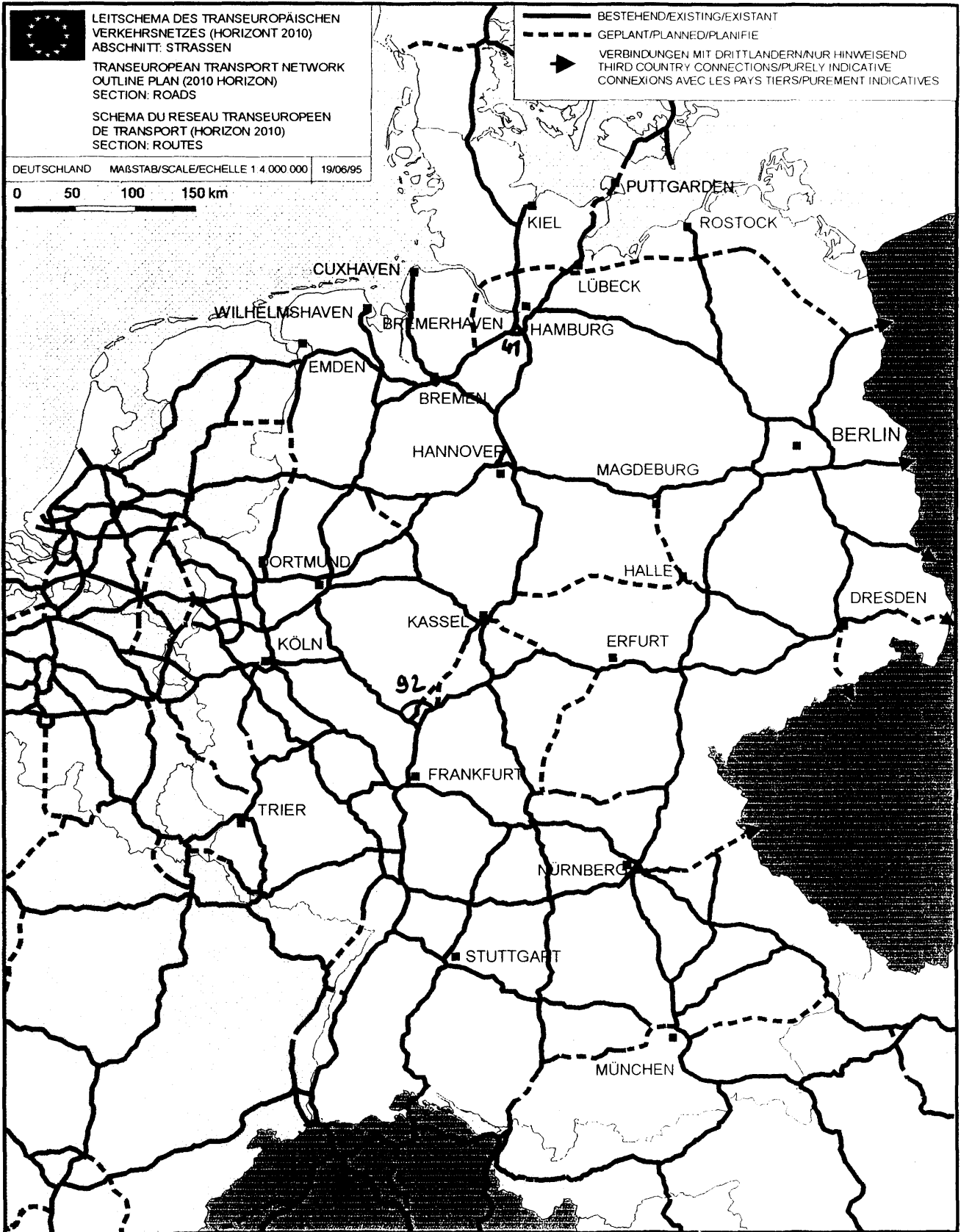
1. The total investment figure for all projects is given for guidance only

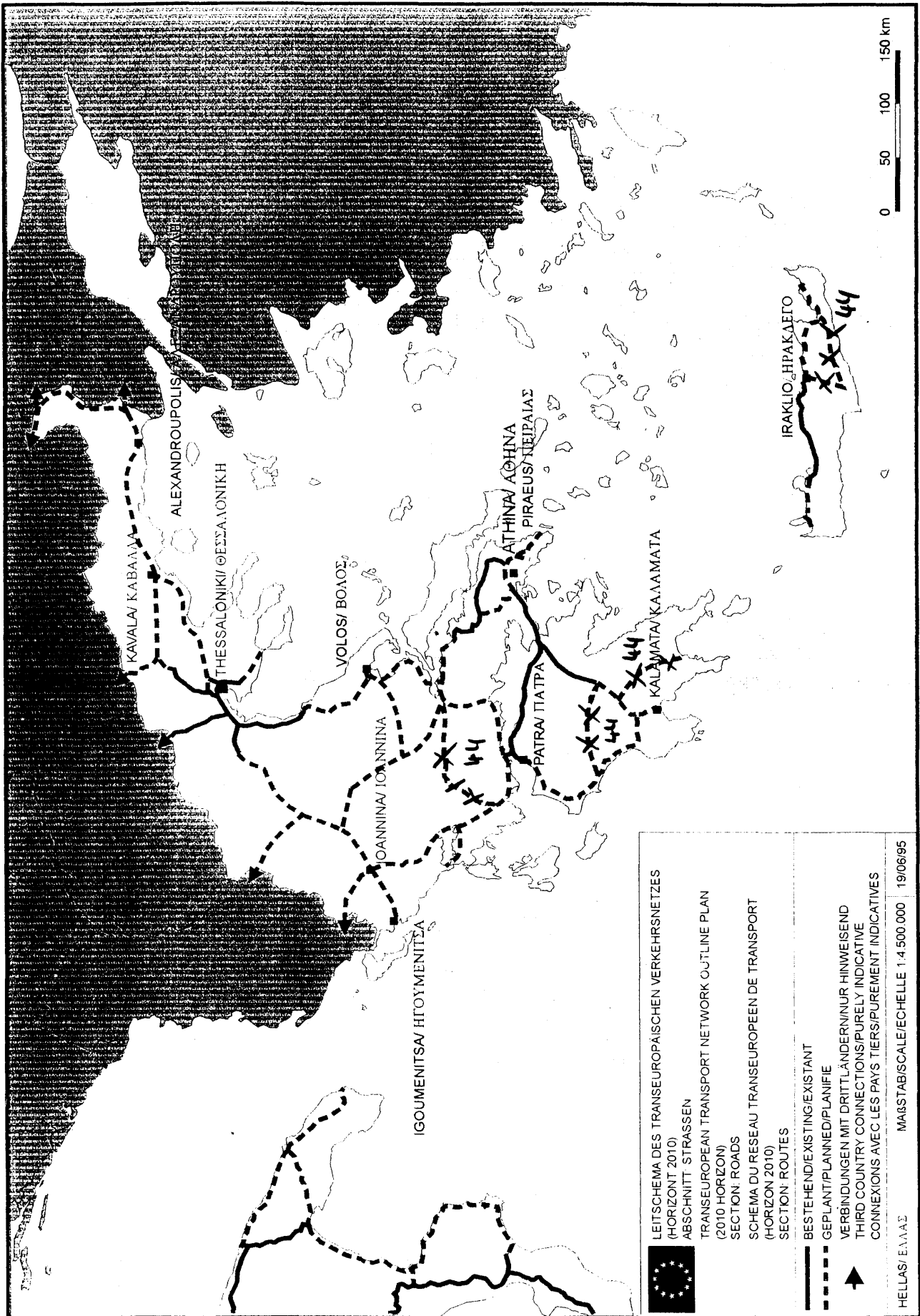
2. Modification to the annex III made by the Commission



## ANNEX I

Note : *maps with no changes in relation to the common position of the Council have not been included in this annex.*

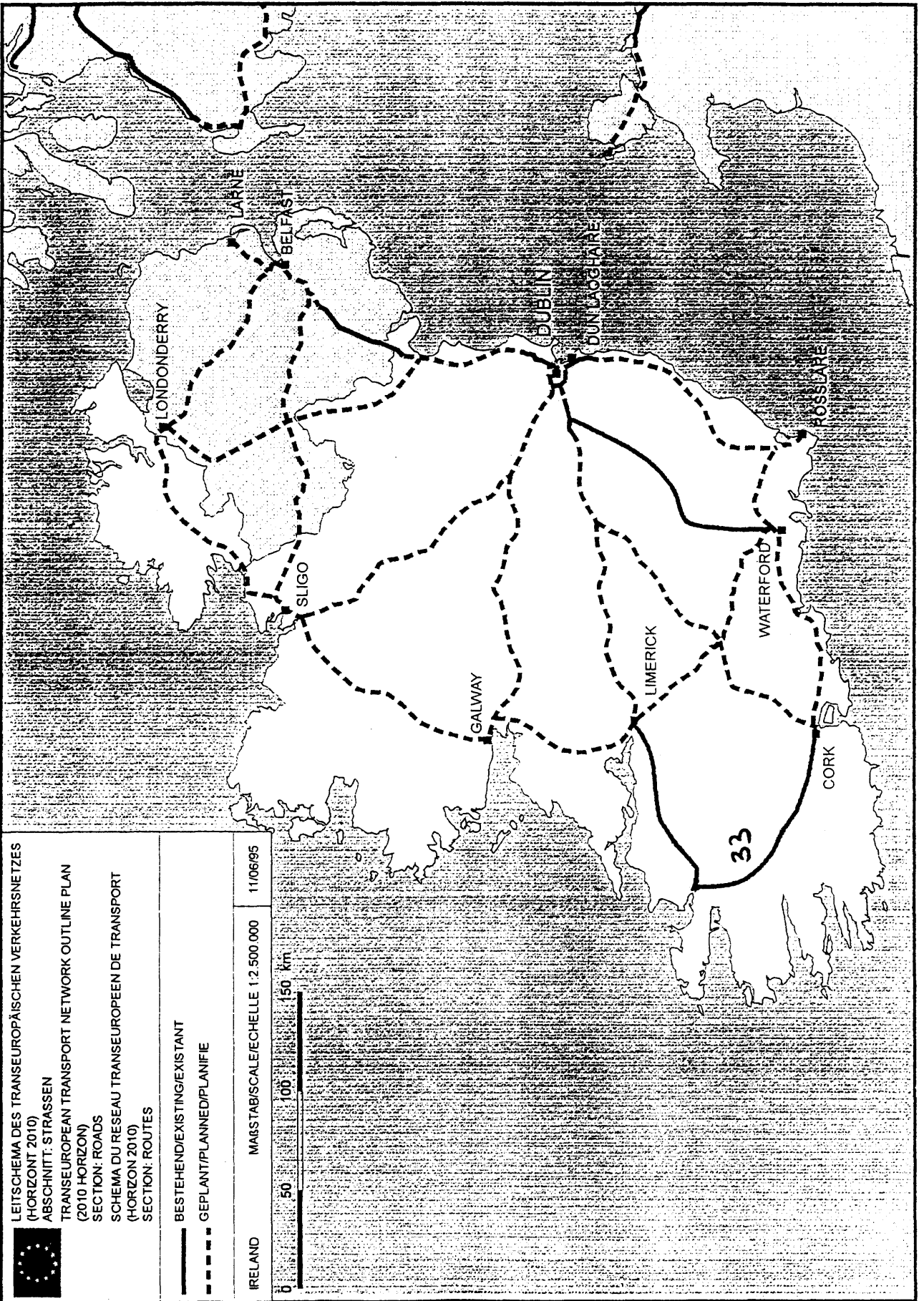




LEITSHEMA DES TRANSEUROPAISCHEN VERKEHRSNETZES  
 (HORIZONT 2010)  
 ABSCHNITT STRASSEN  
 TRANSEUROPEAN TRANSPORT NETWORK OUTLINE PLAN  
 (2010 HORIZON)  
 SECTION ROADS  
 SCHEMA DU RESEAU TRANSEUROPEEN DE TRANSPORT  
 (HORIZON 2010)  
 SECTION ROUTES  
 BESTEHEND/EXISTING/EXISTANT  
 GEPLANT/PLANNED/PLANIFIE  
 VERBINDUNGEN MIT DRITTLÄNDERN/NUR HINWEISEND  
 THIRD COUNTRY CONNECTIONS/PURELY INDICATIVE  
 CONNEXIONS AVEC LES PAYS TIERS/PUREMENT INDICATIVES



HELLAS/ΕΛΛΑΣ      MAßSTAB/SCALE/ECHELLE 1:4 500 000      19/06/95



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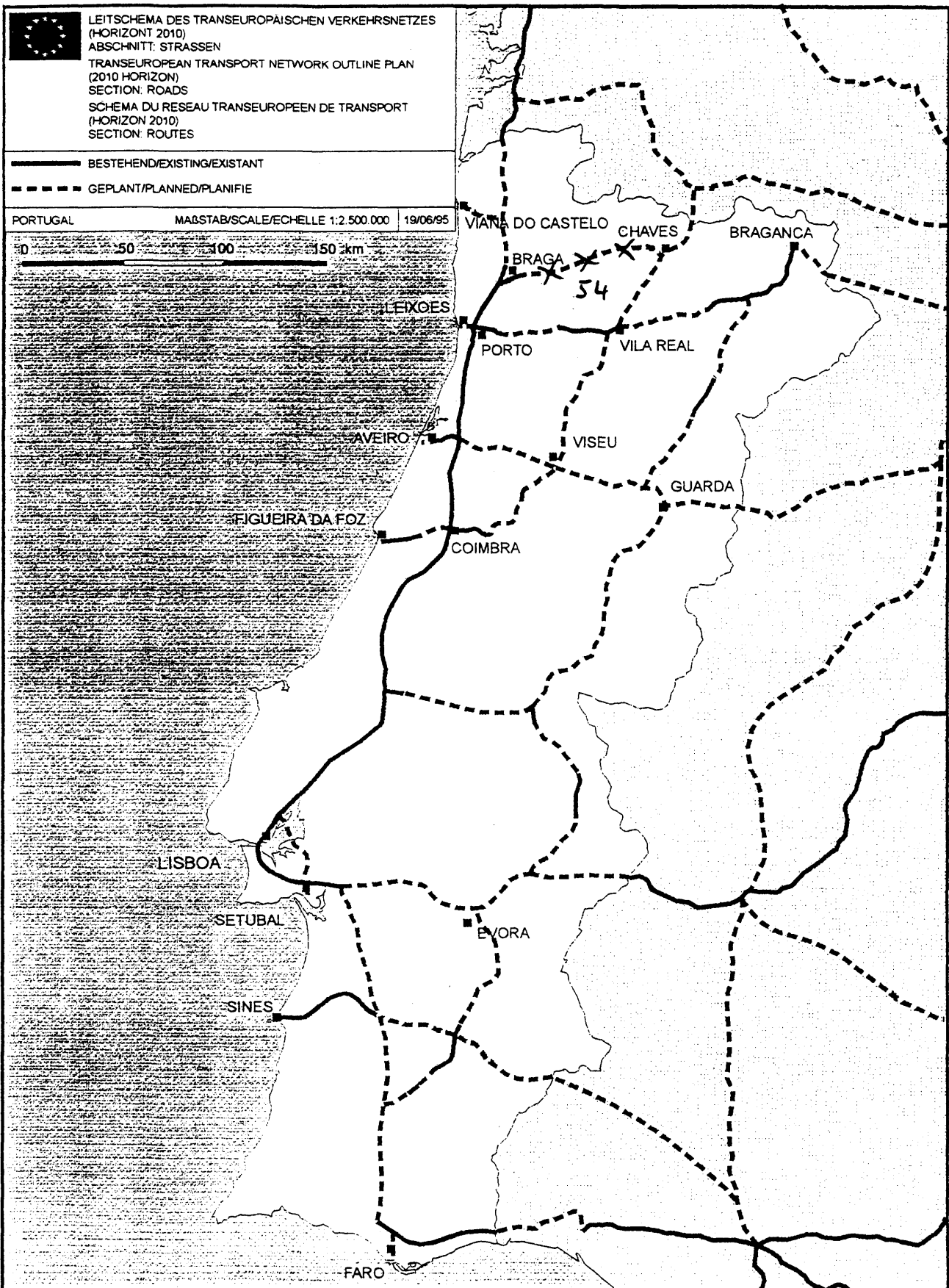


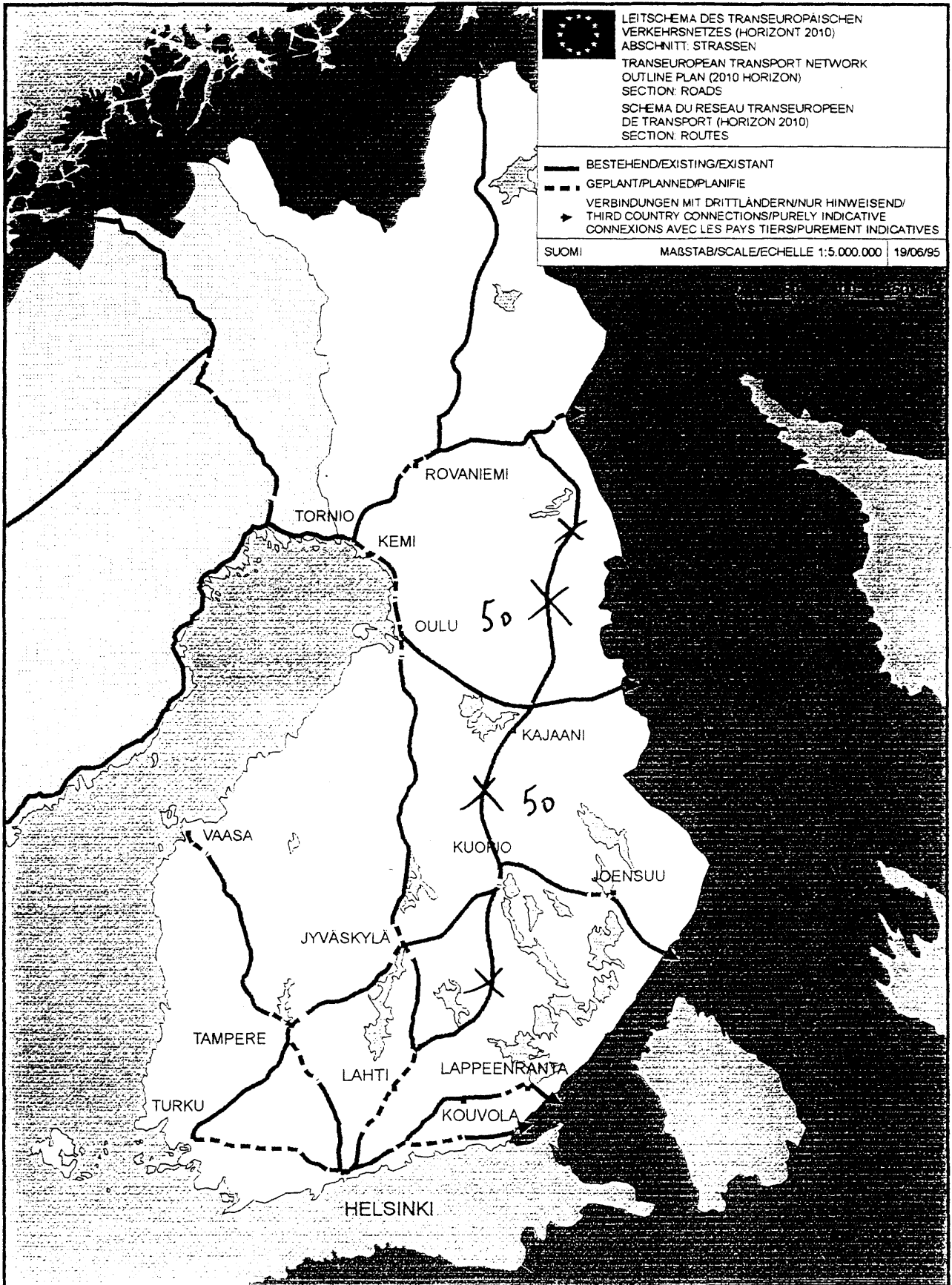
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SECTION: ROADS  
SCHEMA DU RESEAU TRANSEUROPEEN DE TRANSPORT  
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SECTION: ROUTES

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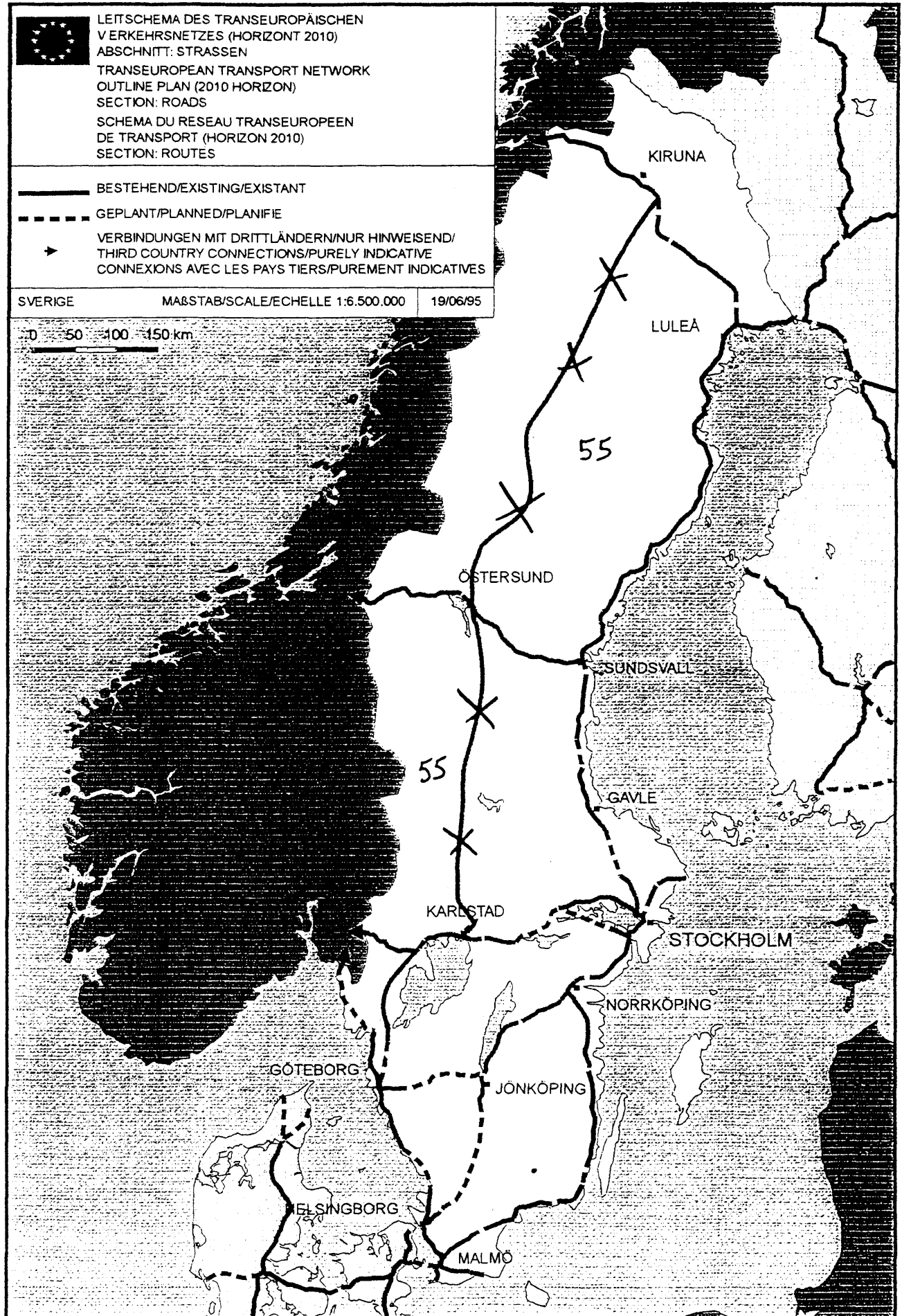
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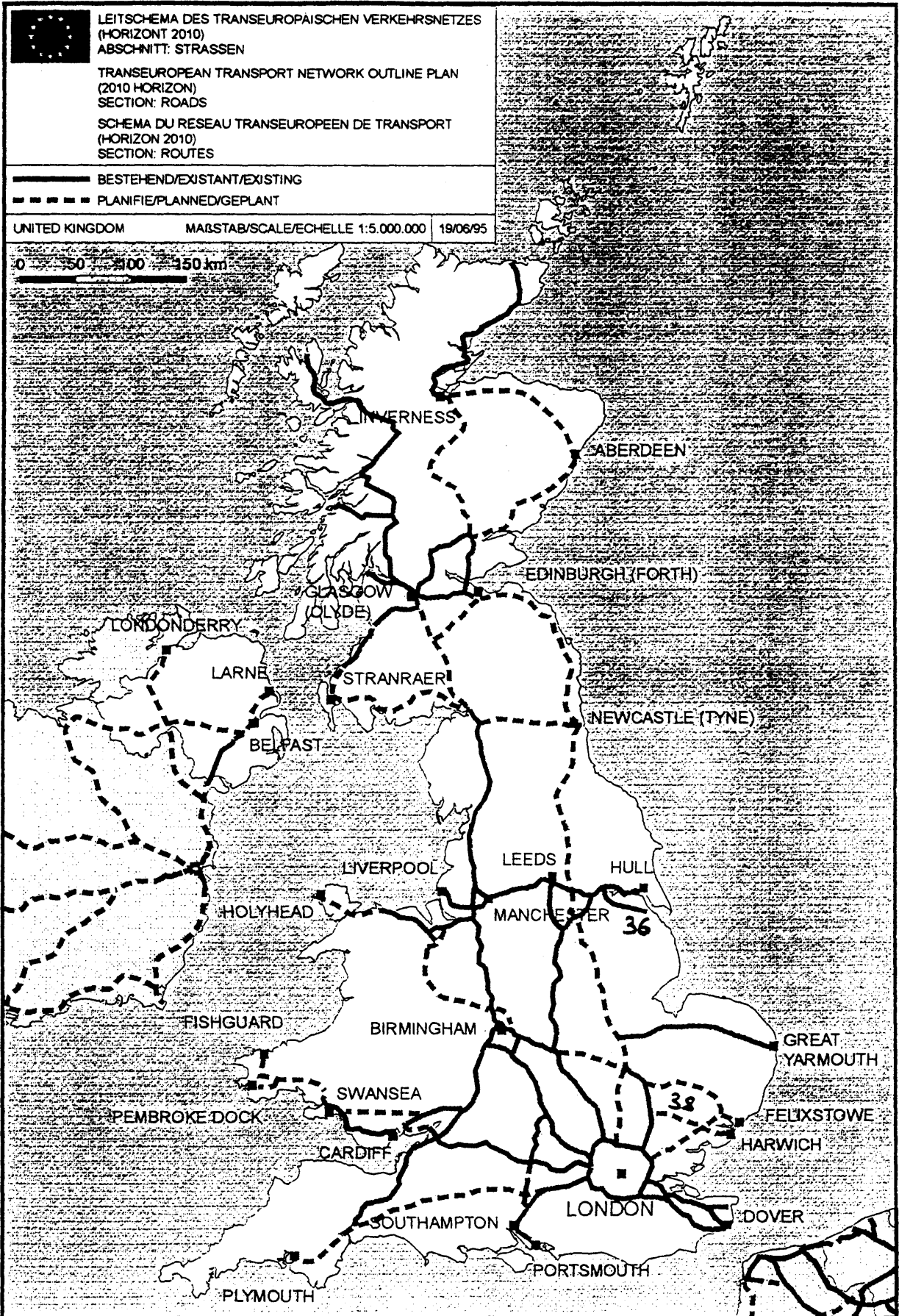
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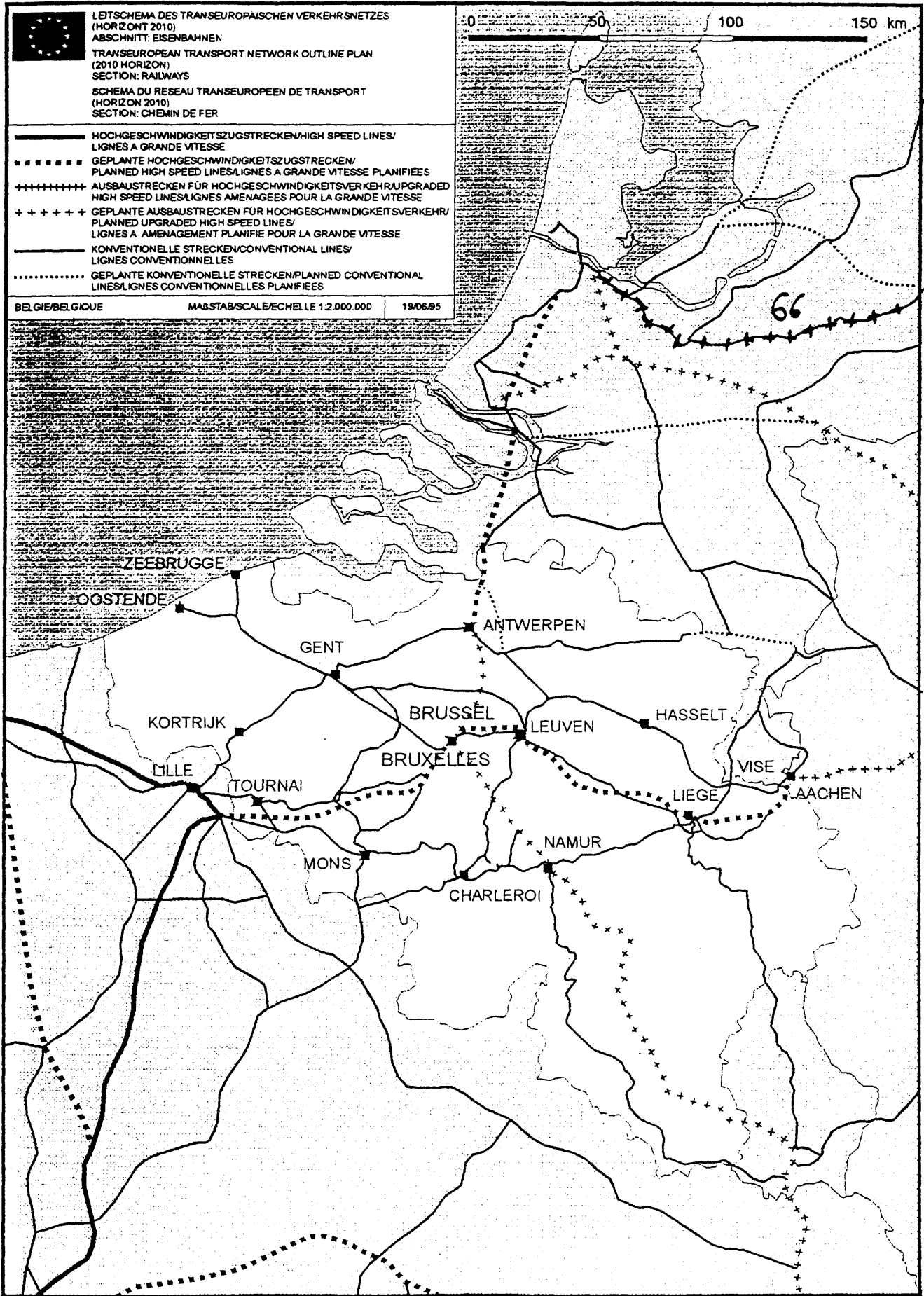








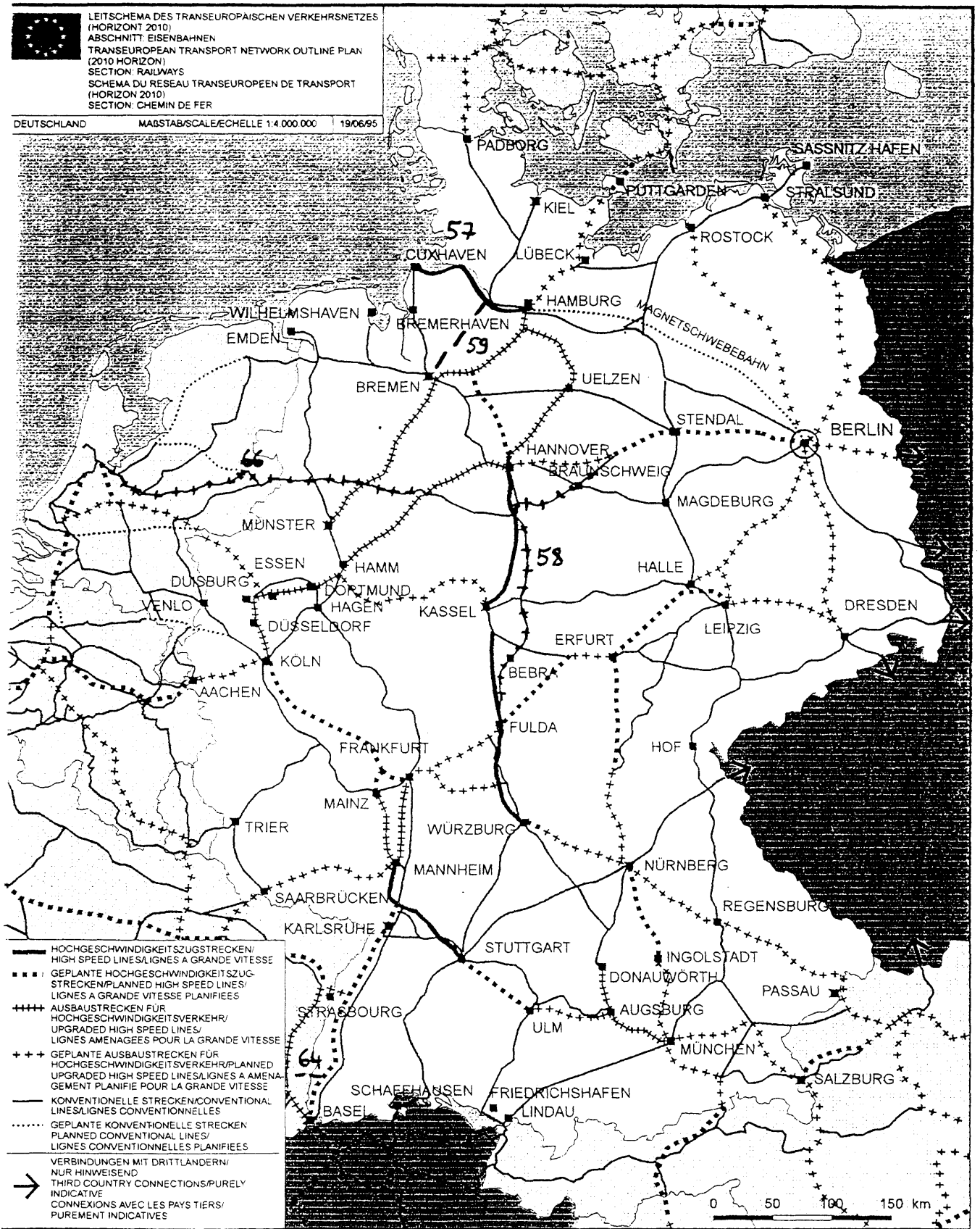






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 (2010 HORIZON)  
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 SCHEMA DU RESEAU TRANSEUROPEEN DE TRANSPORT  
 (HORIZON 2010)  
 SECTION: CHEMIN DE FER

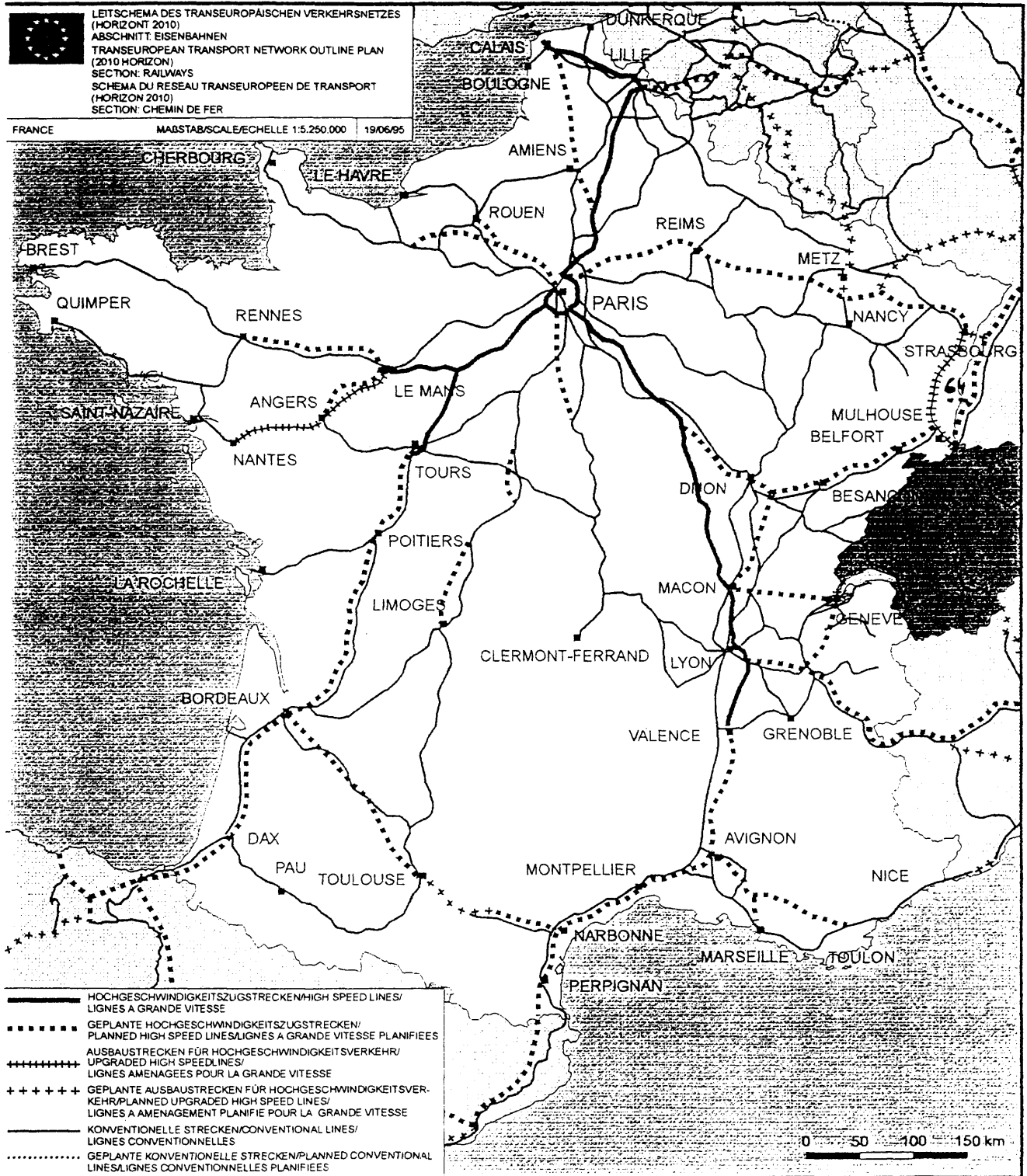
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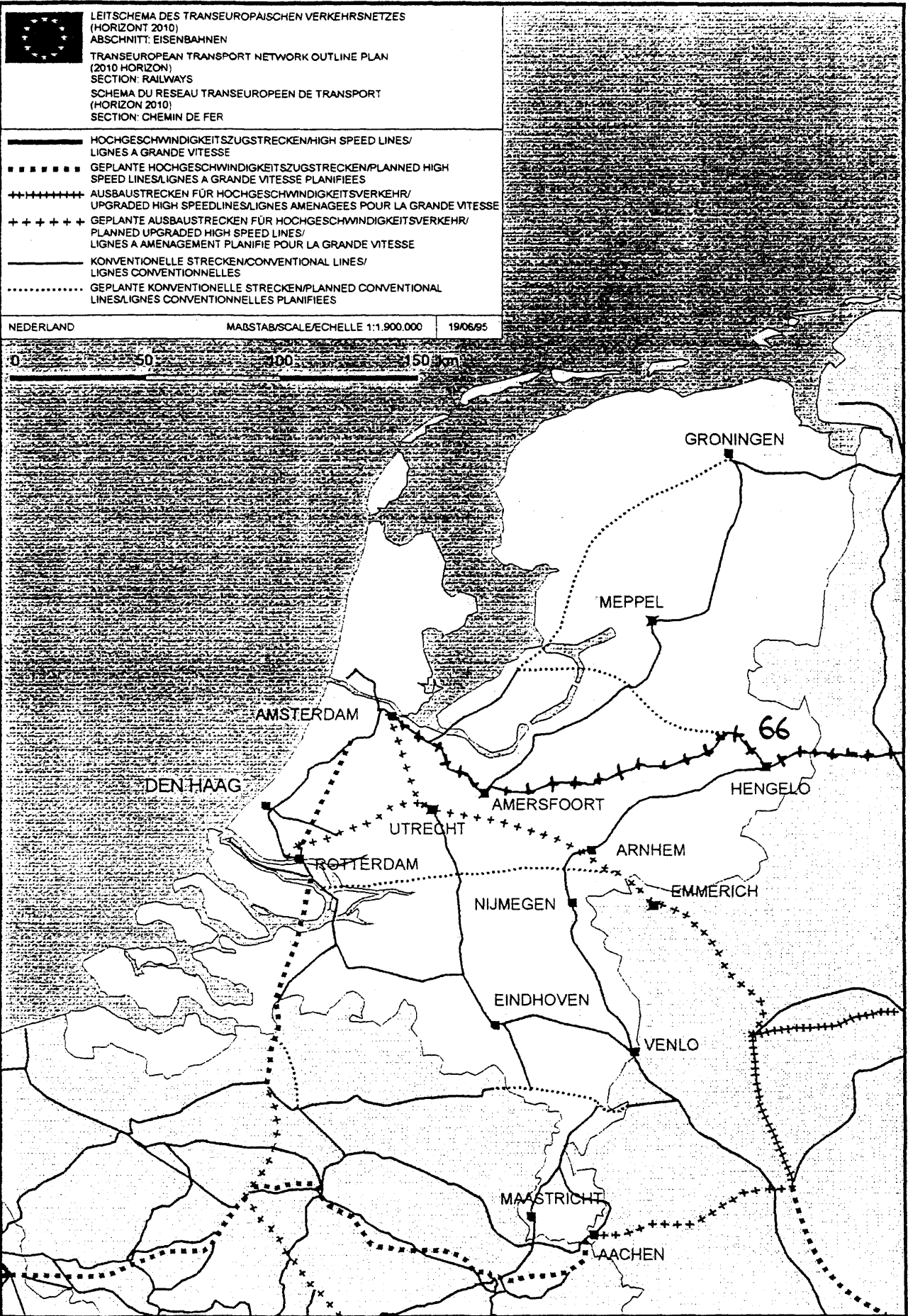
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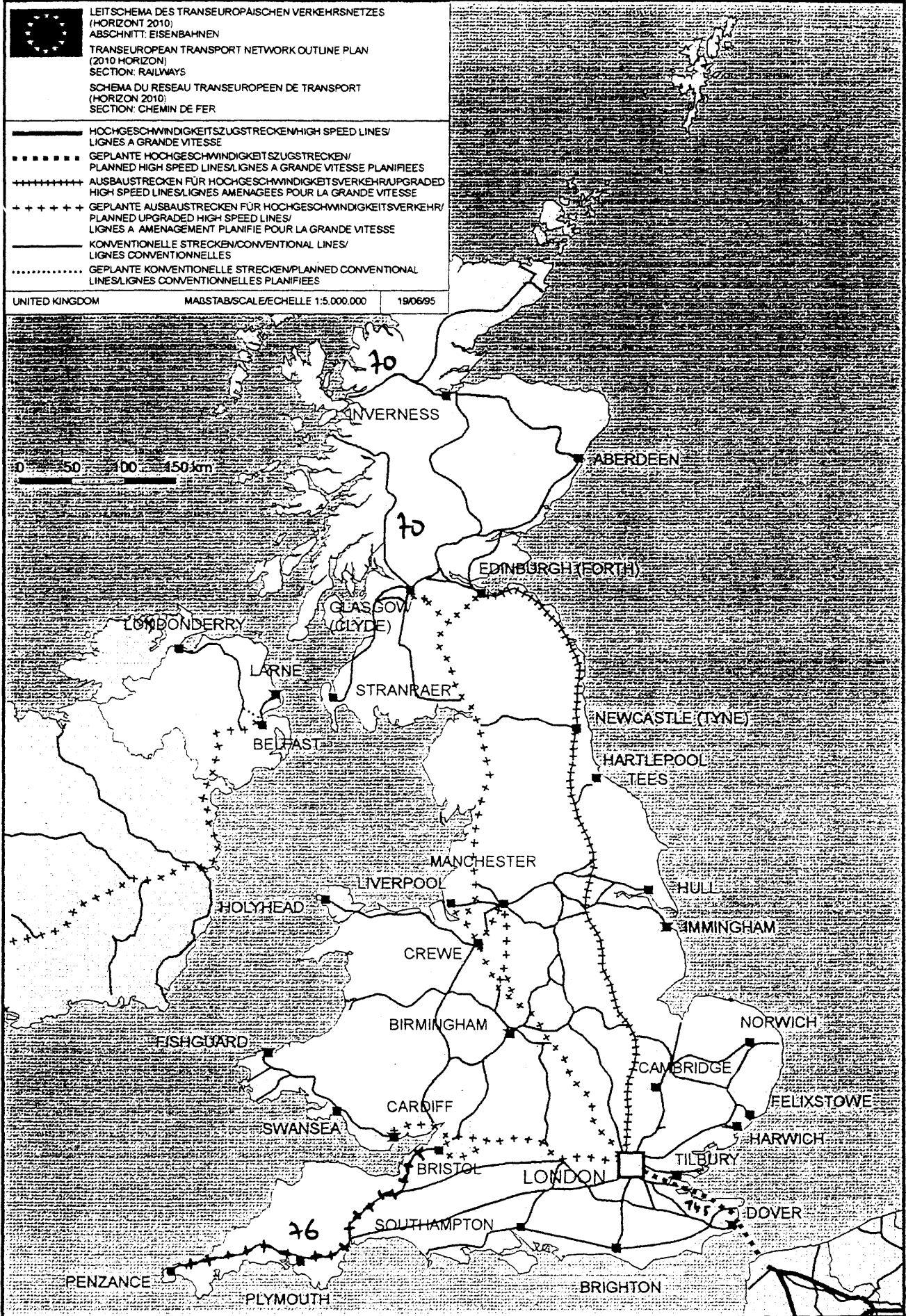
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LEITSCHEMA DES TRANSEUROPAISCHEN VERKEHRSNETZES  
(HORIZON 2010)

ABSCHNITT : BINNENWASSERSTRASSEN

TRANSEUROPEAN NETWORK OUTLINE PLAN  
(2010 HORIZON)

SECTION : INLAND WATERWAYS

SCHEMA DU RESEAU TRANSEUROPEEN DE TRANSPORT  
(HORIZON 2010)

SECTION : VOIES NAVIGABLES

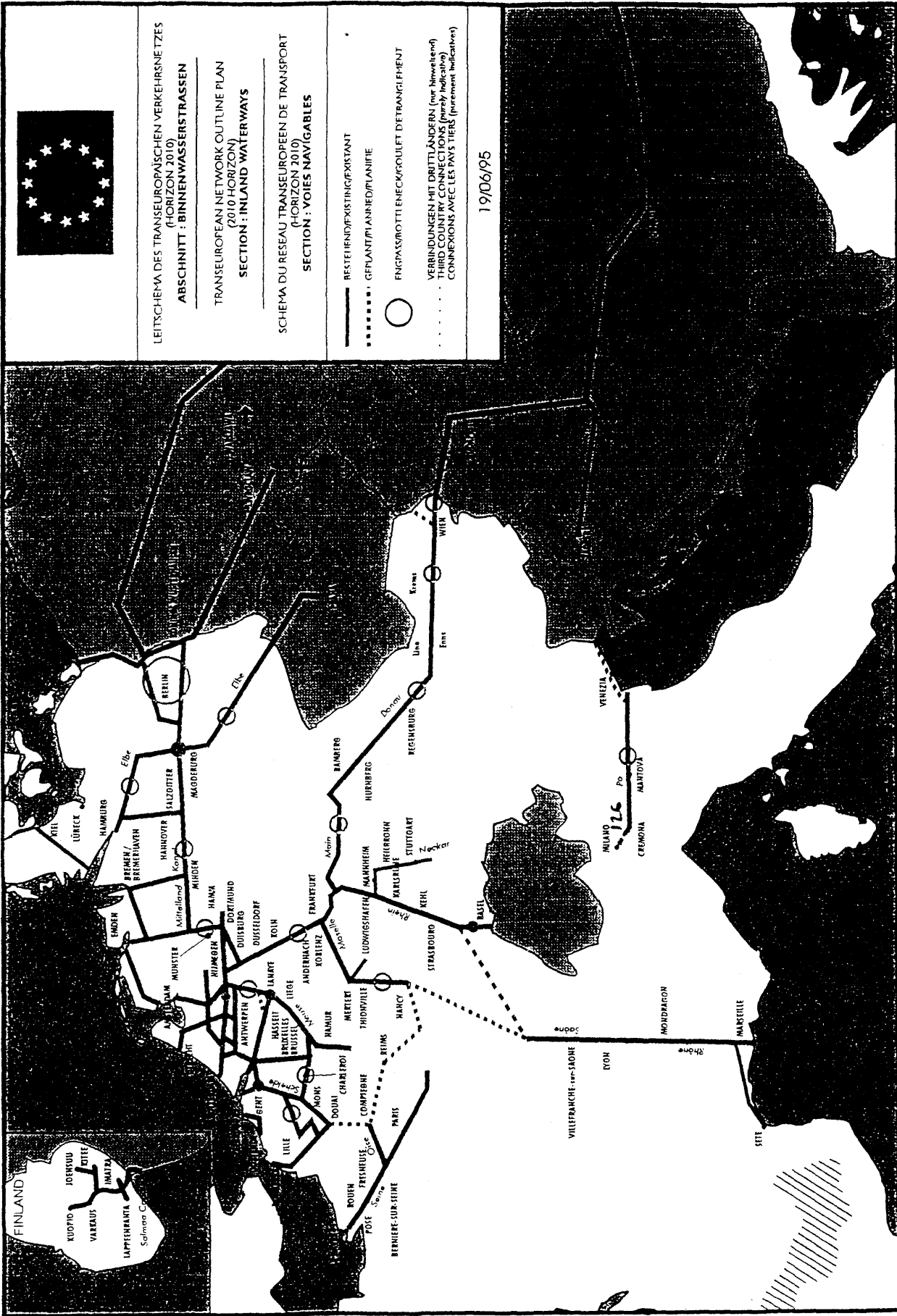
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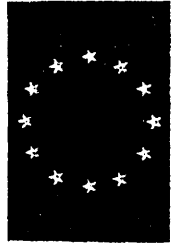
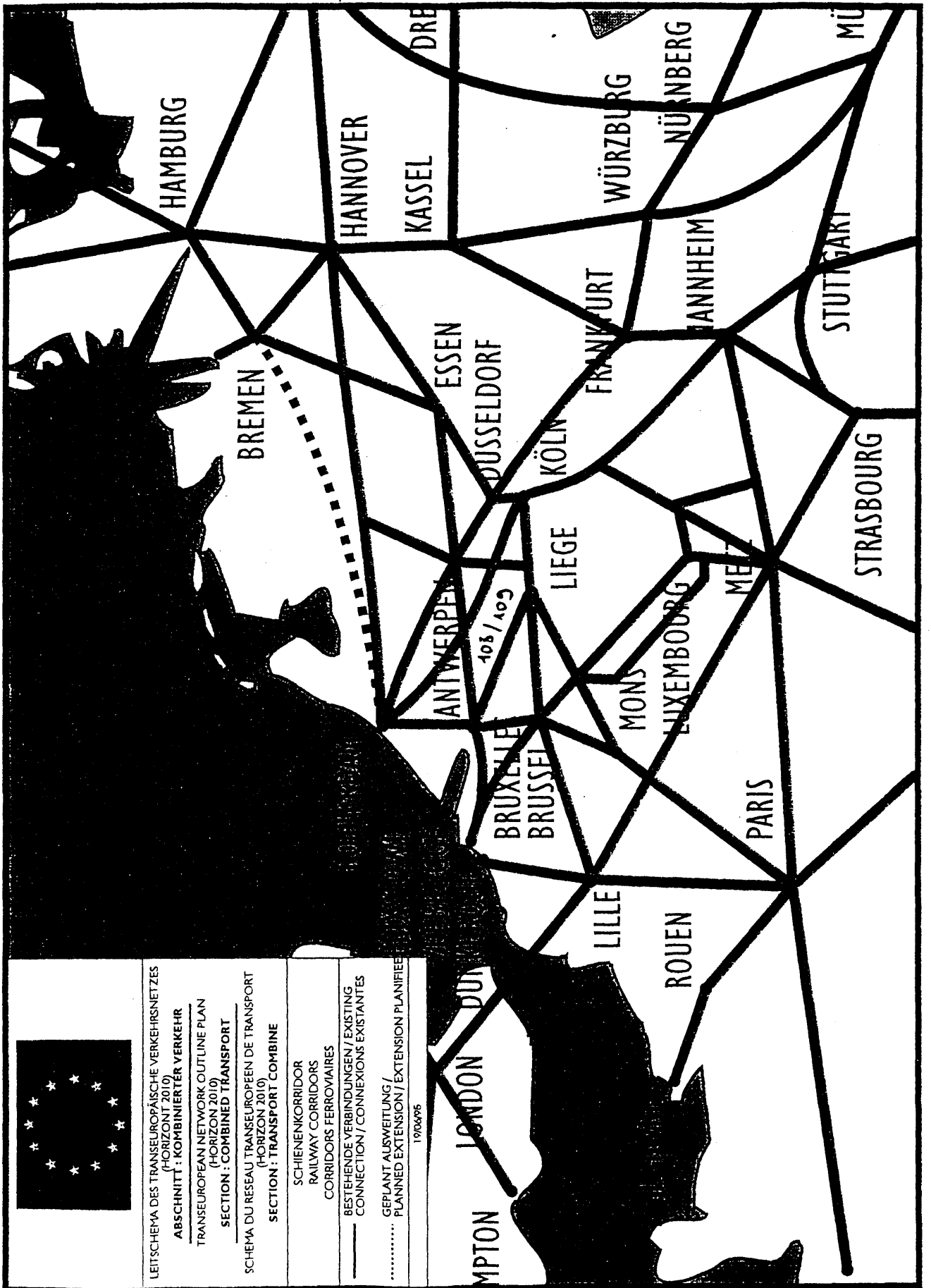


FERRIEN ANSCHLÜSSE / DEFRANCIAMENT

VERBINDUNGEN MIT DRITTLÄNDERN (nur Hinweiswert)  
THIRD COUNTRY CONNECTIONS (reference indicators)  
CONNEXIONS AVEC LES PAYS TIERS (réfèrentiel indicatives)

19/06/95





LEITSCHHEMA DES TRANSEUROPAISCHE VERKEHRSNETZES  
(HORIZONT 2010)

ABSCHNITT : KOMBINIERTER VERKEHR

TRANSEUROPEAN NETWORK OUTLINE PLAN  
(HORIZON 2010)

SECTION : COMBINED TRANSPORT

SCHEMA DU RESEAU TRANSEUROPEEN DE TRANSPORT  
(HORIZON 2010)

SECTION : TRANSPORT COMBINE

SCHIENENKORRIDOR  
RAILWAY CORRIDORS

CORRIDORS FERROVIAIRES

BESTEHENDE VERBINDUNGEN / EXISTING  
CONNECTION / CONNEXIONS EXISTANTES

..... GEPLANT AUSWEITUNG /  
PLANNED EXTENSION / EXTENSION PLANIFIEE

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