

EUROPEAN PARLIAMENT

# Working Documents

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6 JULY 1983

DOCUMENT 1-556/83

MOTION FOR A RESOLUTION

tabled by Mr WEDEKIND and Mr BROK

pursuant to Rule 47 of the Rules of Procedure

on the immediate introduction of high-speed  
links in the Community railway sector

PE 85.685



The European Parliament,

- A. having regard to the Carossino report (Doc. 1-996/81),
  - B. having regard to the Gabert report (Doc. 1-982/81),
  - C. having regard to Alain Chenard's report to the Conference of European Local and Regional Authorities, organized by the Council of Europe from 27 to 29 October 1981,
  - D. whereas industrial and population densities vary from one Member State to another, so that a system which is good for one is not necessarily suitable for all,
1. Takes the view that rail is an energy-saving transport mode, broadly independent of oil and having only a slight impact on the environment;
  2. Deems to essential, given the economic situation of the European railways, for internal short-distance traffic to be gradually replaced by intra-Community long-distance traffic, with railways, apart from a few exceptions, complementing one another and not competing for business;
  3. Therefore sees a vital need for coordination between railway networks which have introduced high-speed trains and are experimenting with them;
  4. Takes the view that a continuous exchange of the findings of experiments and research would consolidate efforts to introduce an international high-speed network;
  5. Draws particular attention to the success of the French TGV-south-east experiment from the point of view of passenger comfort, profitability, fares, speed, safety and the frequency of connections;
  6. Also points out the benefit to the environment from electric locomotion and space-saving tracks, which fit in ideally with the landscape;
  7. Notes the energy-saving qualities of this system, with its electric, streamlined locomotives;



8. Urges that construction and maintenance costs for the new railway infrastructures should be borne by governments. In return, the railways should pay a contribution to cover at least the marginal cost of using infrastructures;
9. Believes that it is essential to set up a European institute responsible for experimentation and analysis in the railway sector, so that the future of joint research will be guaranteed;
10. Believes that it is essential to devise a high-speed system adapted to European conditions and not tailored solely to the interests of certain Member States;
11. Stresses the importance of restructuring the network of rail links between Member States in accordance with a coordinated plan, if future traffic requirements are to be met, from both a quantitative and a qualitative point of view;
12. Takes the view that it is essential for authorization procedures between individual Member States to be harmonized;
13. Believes that the Channel Tunnel project should also be considered in this context;
14. Remains convinced that high-speed rail links between the capital cities of the Community would create a greater degree of Community coherence;
15. Takes the view that such links will strengthen the position of the European railways in the transport market, rendering them more competitive and more attractive;
16. Believes that such a policy should take into account the specific needs of networks, as well as the special features of their infrastructures and the amount of effort already put into investment and research in each of the Member States;



17. Takes the view that, if this policy were to be implemented, it would give a vital boost to economic recovery and growth, since the investment involved would have a spin-off effect on other sectors in the economy;
18. Therefore calls on the Commission to submit a report on progress to date with regard to research into, and the introduction of, high-speed links;
19. Asks the Commission to coordinate measures in respect of the research back-up and financing of such projects and to come forward with a proposal on the provision of appropriations.

