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Committee on Transport and Tourism

2011/0294(COD)

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***I
DRAFT REPORT

on the proposal for a regulation of the European Parliament and of the Council on Union guidelines for the development of the trans-European transport network
(COM(2011)0650/3 – C7-0375/2012 – 2011/0294(COD))

Committee on Transport and Tourism

Rapporteur: Georgios Koumoutsakos, Ismail Ertug

Symbols for procedures

*	Consultation procedure
***	Consent procedure
***I	Ordinary legislative procedure (first reading)
***II	Ordinary legislative procedure (second reading)
***III	Ordinary legislative procedure (third reading)

(The type of procedure depends on the legal basis proposed by the draft act.)

Amendments to a draft act

In amendments by Parliament, amendments to draft acts are highlighted in ***bold italics***. Highlighting in *normal italics* is an indication for the relevant departments showing parts of the draft act which may require correction when the final text is prepared – for instance, obvious errors or omissions in a language version. Suggested corrections of this kind are subject to the agreement of the departments concerned.

The heading for any amendment to an existing act that the draft act seeks to amend includes a third line identifying the existing act and a fourth line identifying the provision in that act that Parliament wishes to amend. Passages in an existing act that Parliament wishes to amend, but that the draft act has left unchanged, are highlighted in **bold**. Any deletions that Parliament wishes to make in such passages are indicated thus: **[...]**.

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DRAFT EUROPEAN PARLIAMENT LEGISLATIVE RESOLUTION

on the proposal for a regulation of the European Parliament and of the Council on Union guidelines for the development of the trans-European transport network (COM(2011)0650/3 – C7-0375/2012 – 2011/0294(COD))

(Ordinary legislative procedure: first reading)

The European Parliament,

– having regard to the Commission proposal to Parliament and the Council (COM(2011)0650/3),

– having regard to Article 294(2) and Article 172 of the Treaty on the Functioning of the European Union, pursuant to which the Commission submitted the proposal to Parliament (C7-0375/2012),

– having regard to the opinion of the European Economic and Social Committee[1]

– having regard to the opinion of the Committee of the Regions[2]

– having regard to Article 294(3) of the Treaty on the Functioning of the European Union,

– having regard to the reasoned opinion submitted, within the framework of Protocol No 2 on the application of the principles of subsidiarity and proportionality, by the French Senate, asserting that the draft legislative act does not comply with the principle of subsidiarity,

– having regard to Rule 55 of its Rules of Procedure,

– having regard to the report of the Committee on Transport and Tourism and the opinions of the Committee on the Environment, Public Health and Food Safety, the Committee on the Internal Market and Consumer Protection and the Committee on Regional Development (A7-0000/2012),

1. Adopts its position at first reading hereinafter set out;

2. Calls on the Commission to refer the matter to Parliament again if it intends to amend its proposal substantially or replace it with another text;

3. Instructs its President to forward its position to the Council, the Commission and the national parliaments.

Amendment 1
Proposal for a regulation
Recital 2

[1] OJ C 143, 22.5.2012, p. 130.
[2] Not yet published in the OJ

Text proposed by the Commission	*Amendment*
(2) The planning, development and operation of trans-European transport networks contribute to the attainment of major Union objectives, such as the smooth functioning of the internal market and the strengthening of economic and social cohesion and also have the specific objectives of allowing the seamless and sustainable mobility of persons and goods and ensuring accessibility for all regions of the Union.	(2) The planning, development and operation of trans-European transport networks ***should be in line with the objectives and priorities defined in the White Paper on Transport ("Roadmap to a Single European Transport Area") and the EU 2020 Strategy and*** contribute to the attainment of major Union objectives, such as the smooth functioning of the internal market and the strengthening of economic and social cohesion and also have the specific objectives of allowing the seamless***, safe*** and sustainable mobility of persons and goods and ensuring accessibility for all regions of the Union.

Or. en

Justification

The realisation of the TEN-T network will determine to what extent the goals of the Europe 2020 strategy and the Transport White Paper can be delivered. For this reason, a clear link between them should be highlighted.

Amendment 2
Proposal for a regulation
Recital 9

Text proposed by the Commission	*Amendment*
(9) The trans-European transport network should ***best*** be developed through a dual layer approach, consisting of a comprehensive network and a core network, these two layers being the highest level of infrastructure planning within the Union.	(9) The trans-European transport network should be developed through a dual layer approach, consisting of a comprehensive network and a core network, these two layers being the highest level of infrastructure planning within the Union ***and being based on a harmonised and common methodology***.

Or. en

Amendment 3
Proposal for a regulation
Recital 10

Text proposed by the Commission	*Amendment*
(10) The comprehensive network should be a European-wide transport network ensuring the accessibility of all regions in the Union, including the remote and outermost regions, as also pursued by the Integrated Maritime Policy[1], and strengthening cohesion between them. The guidelines should set the requirements for the infrastructure of the comprehensive network, in order to achieve a high-quality network throughout the Union by 2050.	(10) The comprehensive network should be a European-wide transport network ensuring the accessibility of all regions in the Union, including the remote***, insular*** and outermost regions, as also pursued by the Integrated Maritime Policy[1], and strengthening ***social and economic*** cohesion between them. The guidelines should set the requirements for the infrastructure of the comprehensive network, in order to achieve a high-quality network throughout the Union by 2050.
[1] ***COM(2007) 575 final.***	[1] ***Regulation (EU) No 1255/2011 (OJ L 321, 5.12.2011, p. 1).***

Or. en

Amendment 4
Proposal for a regulation
Recital 11

Text proposed by the Commission	*Amendment*
(11) The core network should be identified and implemented as a priority within the framework provided by the comprehensive network by 2030. It should constitute the backbone of the development of a multi-modal transport network and stimulate the development of the entire comprehensive network. It should enable Union action to concentrate on those components of the trans-European transport network with the highest European added value, in particular cross-border sections, missing links, multi-modal connecting points and major bottlenecks.	(11) The core network should be identified and implemented as a priority within the framework provided by the comprehensive network by 2030. It should constitute the backbone of the development of a multi-modal transport network and stimulate the development of the entire comprehensive network. It should enable Union action to concentrate on those components of the trans-European transport network with the highest European added value, in particular cross-border sections, missing links, multi-modal connecting points and major bottlenecks ***serving the objective of reducing greenhouse gas emissions from***

transport by 60 percent below 1990 levels by 2050.

Or. en

Justification

Reducing greenhouse gas emissions, in particular in the transport sector, is a major EU objective and should be highlighted in this recital.

Amendment 5
Proposal for a regulation
Recital 11 a (new)

Text proposed by the Commission	*Amendment*
	(11a) The interests of regional and local authorities as well as of local civil society affected by a project of common interest should be appropriately taken into account in the planning and construction phase of a project.

Or. en

Justification

In order to avoid and prevent future conflicts over certain projects and plans, it is essential to consult civil society organisations and authorities with local / regional expertise.

Amendment 6
Proposal for a regulation
Recital 13

Text proposed by the Commission	*Amendment*
(13) It is necessary to identify projects of common interest which will contribute to the achievement of the trans-European transport network and which correspond to the priorities established in the guidelines**.**	(13) It is necessary to identify projects of common interest which will contribute to the achievement of the trans-European transport network and which ***contribute to the objectives as well as*** correspond to the priorities established in the guidelines

Or. en

Amendment 7
Proposal for a regulation
Recital 14 a (new)

Text proposed by the Commission	*Amendment*
	(14a) Projects of common interest should furthermore be subject to a socio-economic cost-benefit analysis tailored to the trans-European transport networks and taking all social, economic and environmental benefits and costs into account. The results of this analysis should demonstrate a positive net present value.

Or. en

Justification

The socio-economic cost-benefit analysis proposed by the Commission in Article 7 should be referred to in a recital.

Amendment 8
Proposal for a regulation
Recital 14 b (new)

Text proposed by the Commission	*Amendment*
	(14b) In order to contribute to the climate reduction targets of the Transport White Paper of a 60% cut in greenhouse gas emissions below 1990 levels by 2050, the greenhouse gas impacts of projects of common interest in the form of new, extended or upgraded transport infrastructures should be assessed.

Or. en

Justification

It is necessary to assess the climate impact of certain infrastructure projects, as investments in trans-European transport infrastructure will strongly influence transport use and

determine CO2 emissions until 2050 and beyond. Developing or upgrading transport infrastructure can have significant impacts on the decarbonisation of transport. While some types of infrastructure carry the risk of getting locked-in to carbon intensive technology or transport modes, other projects may contribute to greenhouse gas reduction.

Amendment 9
Proposal for a regulation
Recital 22

Text proposed by the Commission	*Amendment*
(22) The trans-European transport network, thanks to its large scale, should provide the basis for the large-scale deployment of new technologies and innovation, which, for example, can help enhance the overall efficiency of the European transport sector and curb its carbon footprint. ***This will contribute towards the Europe 2020 strategy and the Transport White Paper's target of a 60% cut in greenhouse gas emissions by 2050 (based on 1990 levels) and at the same time contribute to the objective of increasing fuel security for the Union.***	(22) The trans-European transport network, thanks to its large scale, should provide the basis for the large-scale deployment of new technologies and innovation, which, for example, can help enhance the overall efficiency of the European transport sector and curb its carbon footprint.

Or. en

Justification

The second part of this recital has been taken up in other recitals such as in the new recital 14b.

Amendment 10
Proposal for a regulation
Recital 24

Text proposed by the Commission	*Amendment*
(24) In order to achieve a high-quality and efficient transport infrastructure across all modes the guidelines should contain provisions regarding the security and safety of passengers and freight movements, the impact ***of*** climate change and of potential	(24) In order to achieve a high-quality and efficient transport infrastructure across all modes the guidelines should contain provisions regarding the security and safety of passengers and freight movements, the impact ***on*** climate change and of potential

natural and man-made disasters on infrastructure and accessibility for all transport users.

natural and man-made disasters on infrastructure and accessibility for all transport users***, including elderly people, persons with reduced mobility and disabled passengers***.

Or. en

Amendment 11
Proposal for a regulation
Recital 25 a (new)

Text proposed by the Commission	*Amendment*
	(25a) The core network has been identified on the basis of an objective planning methodology. This methodology has identified the most important urban nodes, ports, airports as well as border crossing points. These nodes are connected with multimodal links, wherever possible, and are economically viable, environmentally sustainable and feasible until 2030. The methodology has ensured the connection of all Member States and the integration of the main islands into the core network.

Or. en

Justification

It seems to be appropriate to mention the common methodology in the legal text as it is the basis for the definition of the core and comprehensive network.

Amendment 12
Proposal for a regulation
Recital 27

Text proposed by the Commission	*Amendment*
(27) Core network corridors should also address wider transport policy objectives and facilitate modal integration and multi-	(27) Core network corridors should also address wider transport policy objectives and facilitate modal integration and multi-

modal operations. This should allow specially developed corridors that are optimised in terms of energy use and emissions, thus minimising environmental impacts, and are also attractive for their reliability, limited congestion and low operating and administrative costs. An initial list of corridors should be included in the Regulation (EU) XXX/2012 [Connecting Europe Facility], but should be adaptable in order to take account of changes in traffic flows.	modal operations. This should allow specially developed corridors that are optimised in terms of energy use and emissions, thus minimising environmental impacts, and are also attractive for their reliability, limited congestion and low operating and administrative costs. An initial list of corridors should be included in the Regulation (EU) XXX/2012 [Connecting Europe Facility], but should be adaptable in order to take account of changes in traffic flows. ***Based on this list, the core network corridors should be illustrated in a map contained in Annex I of this Regulation.***

Or. en

Justification

For transparency and illustration purposes, the guidelines should also provide a map of the Core network corridors which are to be defined in the Connecting Europe Facility Regulation.

Amendment 13
Proposal for a regulation
Recital 29

Text proposed by the Commission	*Amendment*
(29) In developing core network corridors due account should be given to the rail freight corridors set up in accordance with Regulation (EU) No 913/2010 of 22 September 2010 of the European Parliament and of the Council concerning a European rail network for competitive freight as well as to the European Deployment Plan for ERTMS provided for in Commission Decision 2009/561/EC of 22 July 2009 amending Decision 2006/679/EC as regards the implementation of the technical specification for interoperability relating to the control-command and signalling subsystem of the trans-European	(29) In developing core network corridors due account should be given to the rail freight corridors set up in accordance with Regulation (EU) No 913/2010 of 22 September 2010 of the European Parliament and of the Council concerning a European rail network for competitive freight as well as to the European Deployment Plan for ERTMS provided for in Commission Decision 2009/561/EC of 22 July 2009 amending Decision 2006/679/EC as regards the implementation of the technical specification for interoperability relating to the control-command and signalling subsystem of the trans-European

conventional rail system.	conventional rail system. ***Existing cooperation structures under these legal acts should be maintained and work carried out pursuant to those structures should feed into the work of the multimodal core network corridors.***

Or. en

Amendment 14
Proposal for a regulation
Recital 30 a (new)

Text proposed by the Commission	*Amendment*
	(30a) In order to ensure that the funding policy of all financial programmes is carried out in accordance with the objectives and priorities of the TEN-T guidelines, detailed statistical data on all relevant financial aid in the form of grants, loans or other financial instruments, used for each project of common interest and for each transport mode in the core as well as in the comprehensive network at European and at the respective Member State level should be collected, processed and published on a regular basis.

Or. en

Justification

Significant improvements seem to be indispensable for the TEN-T in the next financing period, given the previous experience with some of the relevant TEN-T financing sources regarding transparent, detailed and regular information.

Amendment 15
Proposal for a regulation
Recital 31

Text proposed by the Commission	*Amendment*
(31) In order to update the Annexes and in particular the maps to take into account possible changes resulting from the actual usage of certain elements of transport infrastructure analysed against pre-established quantitative thresholds, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission in respect of amendments to the Annexes. It is of particular importance for the Commission to carry out appropriate consultations during its preparatory work, including at expert level. The Commission, when preparing and drawing-up delegated acts, should ensure a simultaneous, timely and appropriate transmission of relevant documents to the European Parliament and to the Council.	(31) In order to update the Annexes and in particular the maps to take into account possible changes resulting from the actual usage of certain elements of transport infrastructure analysed against pre-established quantitative thresholds, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission in respect of amendments to the Annexes. It is of particular importance for the Commission to carry out appropriate consultations during its preparatory work, including at expert level ***and with civil society with local expertise***. The Commission, when preparing and drawing-up delegated acts, should ensure a simultaneous, timely and appropriate transmission of relevant documents to the European Parliament and to the Council.

Or. en

Justification

In order to avoid and prevent future conflicts over certain projects and plans resulting in costly project delays, it is essential to consult civil society organisations with local expertise.

Amendment 16
Proposal for a regulation
Article 1 – paragraph 4

Text proposed by the Commission	*Amendment*
4. The guidelines provide for measures for the implementation of the trans-European network.	4. The guidelines provide for measures ***and deadlines*** for the implementation of the trans-European network.

Or. en

Amendment 17
Proposal for a regulation
Article 3 – point a

Text proposed by the Commission	*Amendment*
(a) 'project of common interest' means any piece of planned transport infrastructure, of existing transport infrastructure or any modification of existing transport infrastructure that complies with the provisions of Chapter II and any measures providing the efficient management and use of such infrastructure;	(a) 'project of common interest' means any piece of planned transport infrastructure, of existing transport infrastructure or any modification of existing transport infrastructure that complies with the provisions of Chapter II and any measures providing the efficient management and use of such infrastructure ***in accordance with this Regulation***;

Or. en

Amendment 18
Proposal for a regulation
Article 3 – point e

Text proposed by the Commission	*Amendment*
(e) 'European added value' means, in relation to a project, the value resulting from Union intervention which ***is additional*** to the value ***that would otherwise have been created by*** Member State ***action*** alone***;***	(e) 'European added value' means, in relation to a project, the value resulting from ***the*** Union***'s or Member States' policy choices and/or financial*** intervention which***, in addition*** to the ***potential*** value ***for the respective*** Member State alone***, leads to a significant and measurable improvement of transport connections and transport flows between the Member States having regard to sustainability, efficiency and cohesion, in line with the TEN-T objectives set out in Article 4;***

Or. en

Justification

The definition of 'European added value' should be improved and better tailored to the scope, objectives and priorities of the guidelines.

Amendment 19
Proposal for a regulation
Article 3 – point g

Text proposed by the Commission	*Amendment*
(g) 'intelligent transport systems (ITS)' mean systems using information, communication, navigation and positioning/localization technologies in order to manage mobility and traffic on the trans-European transport network and to provide value added services to citizens and operators, including for safe, secure, environmentally sound and capacity efficient use of the network. They may also include onboard devices, provided they form an indivisible system with corresponding infrastructure components. They include systems, technologies and services referred to in points (h)-(l);	(g) 'intelligent transport systems (ITS)' mean systems using information, communication, navigation and positioning/localization technologies in order to ***effectively*** manage mobility and traffic on the trans-European transport network and to provide value added services to citizens and operators, including for ***a*** safe, secure, environmentally sound and capacity efficient use of the network. They may also include onboard devices, provided they form an indivisible system with corresponding infrastructure components. They include systems, technologies and services referred to in points (h)-(l);

Or. en

Amendment 20
Proposal for a regulation
Article 3 –point i

Text proposed by the Commission	*Amendment*
(i) 'Vessel Traffic Monitoring and Information Systems' (VTMIS) means systems deployed to monitor and manage traffic and maritime transport, using information from Automatic Identification Systems of Ships (AIS), Long-Range Identification and Tracking of Ships (LRIT), coastal radar systems and radio communications as provided in Directive 2002/59/EC of the European Parliament and of the Council of 27 June 2002 establishing a Community vessel traffic monitoring and information system and repealing Council Directive 93/75/EEC;	(i) 'Vessel Traffic Monitoring and Information Systems' (VTMIS) means systems deployed to monitor and manage traffic and maritime transport, using information from Automatic Identification Systems of Ships (AIS), Long-Range Identification and Tracking of Ships (LRIT), coastal radar systems and radio communications as provided in Directive 2002/59/EC of the European Parliament and of the Council of 27 June 2002 establishing a Community vessel traffic monitoring and information system and repealing Council Directive 93/75/EEC and ***includes the integration of national***

SafeSeaNet;

Or. en

Justification

Safe Sea Net is the core system of the maritime information exchange platform at EU and national level and a key technological element for maritime safety, which integrates VTMIS in the context of the Directive 2002/59.

Amendment 21
Proposal for a regulation
Article 3 – point k

Text proposed by the Commission	*Amendment*
(k) '***e Maritime*** services' means services using advanced and interoperable information technologies in the maritime transport sector to facilitate the throughput of cargo at sea and in port areas;	(k) '***e-Maritime*** services' means services using advanced and interoperable information technologies in the maritime transport sector to ***simplify administrative procedures and to*** facilitate the throughput of cargo at sea and in port areas***, including single window services such as the integrated maritime single window as provided in Directive 2010/65/EU, port community systems and relevant customs information systems***;

Or. en

Justification

The EU e-Maritime initiative aims to promote coherent, transparent, efficient and simplified solutions based on advanced information technologies. A clearer reference to its component services and systems is considered necessary.

Amendment 22
Proposal for a regulation
Article 3 – point n a (new)

Text proposed by the Commission	*Amendment*
	(na) 'interoperability' means the ability of a transport mode to allow the safe and uninterrupted movement of its vehicles in

order to meet its required levels of performance. This ability depends on all the technical, operational and regulatory conditions under which the respective transport mode operates;

Or. en

Amendment 23
Proposal for a regulation
Article 3 – point n b (new)

Text proposed by the Commission	*Amendment*
	(nb) 'interconnection of transport modes' means the physical linking of a transport mode and/or its network with equipment or facilities belonging to another transport mode or network;

Or. en

Amendment 24
Proposal for a regulation
Article 3 – point n c (new)

Text proposed by the Commission	*Amendment*
	(nc) 'modal integration' means combining the various transport modes in a coherent manner in order to obtain seamless and efficient connections between them;

Or. en

Amendment 25
Proposal for a regulation
Article 3 – point n d (new)

Text proposed by the Commission	*Amendment*
	(nd) 'cross-border section' means the

section which ensures the continuity of a project of common interest between at least two Member States or between a Member State and a neighbouring country;

Or. en

Amendment 26
Proposal for a regulation
Article 3 – point o

Text proposed by the Commission	*Amendment*
(o) 'urban node' means an urban area ***where*** the transport infrastructure of the trans-European transport network ***is*** connected with other parts of that infrastructure and with the infrastructure for regional and local traffic;	(o) 'urban node' means an urban area ***including*** the transport infrastructure of the trans-European transport network ***such as ports, airports, logistic platforms and, freight terminals located in and around an urban area and*** connected with other parts of that infrastructure and with the infrastructure for regional and local traffic;

Or. en

Justification

It is important for the development of the core network to include the locally-linked logistic facilities (ports, airports, logistical platforms, freight terminals, etc.). The purpose of this proposed wording is to make this natural connection clearer.

Amendment 27
Proposal for a regulation
Article 3 – point r a (new)

Text proposed by the Commission	*Amendment*
	(ra) 'Socio-economic cost-benefit analysis' means a quantified ex-ante evaluation on the basis of a harmonised methodology of the value of a project or programme, including a climate impact assessment, taking into account all social, economic and environmental benefits and

costs, and serving as an indicator of contribution to welfare;

Or. en

Justification

There should be a definition for the socio-economic cost-benefit analysis mentioned in Article 7 as an important element for the assessment of a project of common interest. It is essential to ensure that projects offer an overall positive contribution to welfare, when all benefits and costs, including social and environmental ones, are considered.

Amendment 28
Proposal for a regulation
Article 3 – point r b (new)

Text proposed by the Commission	*Amendment*
	(rb) 'Climate impact assessment' means an ex-ante evaluation of the absolute and relative greenhouse gas impacts of new, extended or upgraded transport infrastructure on the basis of a harmonised methodology comprising:
	1. changes in greenhouse gas emissions from traffic;
	2. changes in greenhouse gas emissions from infrastructure operation, maintenance and management;
	3. greenhouse gas emissions from infrastructure construction, development and end-of-life processes;
	4. indirect effects on other sectors.

Or. en

Justification

Impacts and greenhouse gas emissions are currently not well integrated into transport infrastructure project appraisal. Climate impact assessments, on the basis of a harmonised methodology, would address this by explicitly taking account of the effect on greenhouse gas emissions in the infrastructure project appraisal. In view of the EU's ambitious targets on carbon reduction in the transport sector, these assessments are indispensable.

Amendment 29
Proposal for a regulation
Article 4 – paragraphs 1 and 2

Text proposed by the Commission	*Amendment*
1. The trans-European transport network shall ***enable transport services and operations which***:	1. The trans-European transport network shall ***contribute to the objectives as laid down in the following four categories***:
(a) meet the mobility and transport needs of its users within the Union and in the relations with third countries, thereby contributing to further economic growth and competitiveness;	***(a) Efficiency through:***
	(i) the removal of bottlenecks and the bridging of missing links, both within the transport infrastructures and at connecting points between these, as well as within Member States' territories and at border crossing points between them;
	(ii) seamless connections between transport infrastructure for long-distance traffic on the one hand, and regional and local traffic on the other for both passenger and freight traffic;
	(iii) the interconnection and interoperability of national transport networks;
	(iv) the promotion of economically efficient, interoperable and high quality transport, contributing to further economic growth and competitiveness;
	(v) optimal integration and interconnection of all transport modes;
	(vi) the most advanced technological and operational concepts;
(b) are economically efficient, contribute to the objectives of low-carbon and clean transport, fuel security and environmental protection, are safe and secure and have high quality standards, both for passenger and freight transport;	***(b) Sustainability through:***
	(i) the promotion of sustainable, low-carbon and energy-efficient transport

	with the aim of reducing CO2 emissions from the Union's transport sector by 60% below 1990 levels by 2050;
	(ii) reduction of pollution of any kind from transport through the promotion of clean transport;
	(iii) consistent and coordinated environmental protection;
(c) promote the most advanced technological and operational concepts;	***(c) Increasing the benefits for all users through:***
	(i) meeting the mobility and transport needs of its users within the Union and in relations with third countries;
	(ii) high quality passenger transport services, which are affordable for and accessible to all citizens, including elderly people, persons with reduced mobility and disabled passengers;
	(iii) high quality freight services;
	(iv) safe and secure high quality transport solutions;
(d) provide appropriate accessibility of all regions of the Union, thereby promoting social, economic and territorial cohesion and supporting inclusive growth.	***(d) Cohesion through:***
	(i) contributing to accessibility and connectivity of all regions of the Union, including outermost regions, insular, peripheral as well as mountainous ones, thereby promoting social, economic and territorial cohesion, and supporting inclusive growth.
2. In developing the infrastructure of the trans-European transport network, the following objectives shall be pursued:	
(a) the interconnection and interoperability of national transport networks;	
(b) the removal of bottlenecks and the bridging of missing links, both within the transport infrastructures and at connecting points between these, within Member States‘ territories and at border	

crossing points between them;

(c) the development of all transport modes in a manner consistent with ensuring sustainable and economically efficient transport in the long term;

(d) optimal integration and interconnection of all transport modes;

(e) the efficient use of infrastructure;

(f) promotion of a broad use of transport with the most carbon neutral effect;

(g) transport infrastructure connections between the trans-European transport network and transport infrastructure networks of neighbouring countries, and the promotion of their interoperability;

(h) the establishment of infrastructure requirements, notably in the field of interoperability, safety and security, which will benchmark quality, efficiency and sustainability of transport services;

(i) for both passenger and freight traffic, seamless connections between transport infrastructure for long-distance traffic on the one hand, and regional and local traffic on the other;

(j) a transport infrastructure that reflects the specific situations in different parts of the Union and provides for a balanced coverage of European regions, including outermost regions and other peripheral ones;

(k) accessibility for elderly people, persons of reduced mobility and for disabled passengers.

Or. en

Justification

The objectives mentioned in this article should be better structured. This new structure needs to be considered together with amendment 31 on slightly narrowing the eligibility criteria in Article 7.

Amendment 30
Proposal for a regulation
Article 6 – paragraph 1

Text proposed by the Commission	*Amendment*
1. The gradual development of the trans-European transport network shall in particular be achieved by implementing a dual-layer structure for this network**,** comprising a comprehensive network and a core network.	1. The gradual development of the trans-European transport network shall in particular be achieved by implementing a dual-layer structure for this network ***based on a coherent methodological approach and*** comprising a comprehensive network and a core network.

Or. en

Justification

The common methodology as the basis for the maps and the elements of the core and comprehensive network should be mentioned in the legal text.

Amendment 31
Proposal for a regulation
Article 7 – paragraph 2 – point a

Text proposed by the Commission	*Amendment*
(a) contribute to the objectives set out in Article 4;	(a) contribute to ***meeting*** the objectives ***falling within at least three of the four categories as*** set out in Article 4;

Or. en

Justification

The Rapporteurs propose to slightly narrow the eligibility criteria so that the projects of common interest better meet the objectives of the TEN-T mentioned in Article 4 and in the related amendment 29.

Amendment 32
Proposal for a regulation
Article 8 – paragraph 1 –point d a (new)

Text proposed by the Commission	*Amendment*
	(da) promote maritime transport and Motorways of the Sea without providing financial support to third country ports.

Or. en

Amendment 33
Proposal for a regulation
Article 8 – paragraph 2 – point d b (new)

Text proposed by the Commission	*Amendment*
	(db) facilitate inland waterway transport with third countries.

Or. en

Amendment 34
Proposal for a regulation
Article 9 – paragraph 2 – point d c (new)

Text proposed by the Commission	*Amendment*
	(dc) take into account the physical limitations and topographical specificities of Member States' transport infrastructures as identified in the Technical Specifications for Interoperability.

Or. en

Justification

The fact of the existing geographical limitations should also be recognised in order to ensure the feasibility of the implementation of the comprehensive network.

Amendment 35
Proposal for a regulation
Article 10

Text proposed by the Commission	*Amendment*
The Union, Member States, infrastructure managers and other project promoters, when developing the comprehensive network, shall give ***particular consideration*** to measures that are necessary for:	***1.*** The Union, Member States, infrastructure managers and other project promoters, when developing the comprehensive network, shall give ***priority*** to measures that are necessary for:
(a) implementing and deploying intelligent transport systems***, including measures which enable traffic management, multimodal scheduling and information services, multimodal tracking and tracing, capacity planning and online reservation and integrated ticketing services***;	(a) implementing and deploying intelligent transport systems;
(b) bridging missing links and removing bottlenecks, notably in cross-border sections;	(b) bridging missing links and removing bottlenecks, notably in cross-border sections;
(c) ***removing administrative and technical barriers, in particular to the interoperability of the network and to competition;***	(c) ***ensuring optimal integration and interoperability of the transport modes;***
	(ca) serving the objective of reducing greenhouse gas emissions from transport by 60% below 1990 levels by 2050;
(d) ensuring ***optimal integration and interoperability of the transport modes;***	(d) ensuring ***appropriate accessibility and connectivity for all regions of the Union;***
(e) ensuring appropriate accessibility for all regions of the Union;	
	2. In order to complement the measures set out in paragraph 1, particular consideration shall be given to measures that are necessary for:
(f) improving or maintaining the quality of infrastructure in terms of efficiency, safety, security, climate and where appropriate disaster resilience, environmental performances, social conditions, accessibility for all users, quality of services and continuity of traffic flows;	***(a)*** improving or maintaining the quality of infrastructure in terms of efficiency, safety, security, climate and where appropriate disaster resilience, environmental performances, social conditions, accessibility for all users, quality of services and continuity of traffic flows;

(g) promoting state-of-the-art technological development;	***(b)*** promoting state-of-the-art technological development;
(h) ensuring fuel security by allowing the use of alternative and in particular low or zero carbon energy sources and propulsion systems;	***(c)*** ensuring fuel security by allowing the use of alternative and in particular low or zero carbon energy sources and propulsion systems;
(i) bypassing urban areas for rail freight transport***.***	***(d)*** bypassing urban areas for rail freight transport***;***
	(da) removing administrative and technical barriers, in particular to the interoperability of the network and to competition.

Or. en

Justification

The priorities for the TEN-T mentioned in this Article should be better structured in order to distinguish between key priorities and other important measures which complement these key priorities.

Amendment 36
Proposal for a regulation
Article 12 – paragraph 2 – point a – subpoint ii a (new)

Text proposed by the Commission	*Amendment*
	(iia) specially upgraded high-speed lines which have special features as a result of topographical, relief or town planning constraints, on which the speed must be adapted to each situation. This category also includes interconnecting lines between the high-speed and conventional networks, lines through stations, accesses to terminals, depots, etc. used for travel at conventional speed by 'high-speed' rolling stock.

Or. en

Justification

The TEN-T Regulation must be consistent with existing definition of high-speed lines. It is

therefore important that a reference is made to the third high-speed line category indicated in Directive 2008/57.

Amendment 37
Proposal for a regulation
Article 13 – paragraph 1

Text proposed by the Commission	*Amendment*
1. Operators of freight terminals shall ensure that ***any*** freight ***terminal is*** open to ***all*** operators.	1. Operators of freight terminals shall ensure that freight ***terminals covered by this Regulation are*** open to ***transport*** operators ***in line with Directive XXXX... [Recast of the first railway package].***
Operators of logistic platforms shall offer at least one terminal open to all operators.	
Operators of freight terminals and logistic platform shall provide this access in a non-discriminatory way and apply transparent charges.	

Or. en

Justification

Provisions for the right to access freight terminals have been reviewed in the context of the recast of the first railway package and are also supposed to be included in the upcoming fourth railway package. For this reason the TEN-T guidelines should not develop a different approach.

Amendment 38
Proposal for a regulation
Article 13 – paragraph 3 -- point c – subpoint 3

Text proposed by the Commission	*Amendment*
(3) lines which are used by conventional freight trains: 22,5 t axle load, and *750 m* train length;	(3) lines which are used by conventional freight trains: 22,5 t axle load, and *750m* train length ***including a 10m safety margin***;

Or. en

Amendment 39
Proposal for a regulation
Article 14 – point b

Text proposed by the Commission	*Amendment*
(b) mitigating ***the*** impact ***of noise*** caused by rail transport;	(b) ***preventing noise as well as*** mitigating ***its*** impact caused by rail transport ***through measures for infrastructure and for rolling stock***;

Or. en

Justification

In order to meet EU objectives on curbing noise emissions from rail freight transport, measures for infrastructure and for rolling stock which aim to prevent and to reduce noise should be given particular consideration. The Rapporteurs believe it is especially important to take into account the impact of noise from rail transport in densely populated regions.

Amendment 40
Proposal for a regulation
Article 14 – point c a (new)

Text proposed by the Commission	*Amendment*
	(ca) improving the safety of level crossings or replacing them with bridges or underpasses.

Or. en

Amendment 41
Proposal for a regulation
Article 16 – paragraph 3

Text proposed by the Commission	*Amendment*
3. Port-associated equipment shall enable in particular propulsion and operating systems which reduce pollution, energy consumption and carbon intensity. It includes waste reception facilities.	3. Port-associated equipment shall enable in particular propulsion and operating systems which reduce pollution, energy consumption and carbon intensity. It includes waste reception facilities ***and the equipment for ice breaking, hydrological***

surveys, and dredging and maintenance of the port and port approaches.

Or. en

Amendment 42
Proposal for a regulation
Article 17 – paragraph 2

Text proposed by the Commission	*Amendment*
2. ***Port operators*** shall ensure that any inland port offers at least one freight terminal open to all operators in a non-discriminatory way and apply transparent charges.	2. ***The body governing the inland port*** shall ensure that any inland port offers at least one freight terminal open to all operators in a non-discriminatory way and apply transparent charges.

Or. en

Amendment 43
Proposal for a regulation
Article 17 – paragraph 3 – introductory part

Text proposed by the Commission	*Amendment*
3. Within the sphere of their responsibility, Member States and infrastructure managers shall ensure that:	3. Within the sphere of their responsibility, Member States***, port authorities*** and infrastructure managers shall ensure that:

Or. en

Amendment 44
Proposal for a regulation
Article 17 – paragraph 3 – point a

Text proposed by the Commission	*Amendment*
(a) rivers, canals and lakes comply with the minimum requirements for class IV waterways as laid down in the European Agreement on Main Inland Waterways of International Importance (AGN) on the	(a) rivers, canals and lakes comply with the minimum requirements for class IV waterways as laid down in the European Agreement on Main Inland Waterways of International Importance (AGN) on the

new classification of inland waterways and ensure continuous bridge clearance**.**	new classification of inland waterways and ensure continuous bridge clearance***;*** ***This shall not apply to areas of specific importance to species of flora and fauna, such as near-natural, free-flowing rivers, Natura 2000 sites or candidate sites protected by the Habitats Directive (92/43/EEC) or the Birds Directive (2009/147/EC). Moreover, this shall be without prejudice to compliance with Directive 2000/60/EC of the European Parliament and of the Council of 23 October 2000 establishing a framework for Community action in the field of water policy.***

Or. en

Justification

In order to achieve the objectives of the Transport White Paper with regards to the reduction of CO2 emissions from transport, it is important to recognise and strengthen the role of inland waterways infrastructure in Europe. However, the development of the infrastructure should not be pursued to the detriment of areas of river-systems, but rather acknowledge and respect the ecological requirements. Near-natural rivers play an important role for achieving climate resilience. In these areas, it is therefore crucial to fit the ships to the river, not the rivers to the ships.

Amendment 45
Proposal for a regulation
Article 18 – point d

Text proposed by the Commission	*Amendment*
(d) connecting inland port infrastructure to railway transport infrastructure.	(d) connecting inland port infrastructure to railway ***and road*** transport infrastructure.

Or. en

Amendment 46
Proposal for a regulation
Article 20 – paragraph 2

Text proposed by the Commission	*Amendment*
2. The high quality roads referred to in point (a) of paragraph 1 are those which play an important role in long-distance freight and passenger traffic, integrate the main urban and economic centres, interconnect with other transport modes and link landlocked and peripheral NUTS 2 regions to central regions of the Union.	2. The high quality roads referred to in point (a) of paragraph 1 are those which play an important role in long-distance freight and passenger traffic, integrate the main urban and economic centres, interconnect with other transport modes and link ***mountainous, remote,*** landlocked and peripheral NUTS 2 regions to central regions of the Union.

Or. en

Amendment 47
Proposal for a regulation
Article 24 – paragraph 1 – point a

Text proposed by the Commission	*Amendment*
(a) maritime space;	(a) maritime space***, including dikes, locks and docks;***

Or. en

Justification

The infrastructure components for each transport mode should be clearly defined.

Amendment 48
Proposal for a regulation
Article 25 – paragraph 1 – point b

Text proposed by the Commission	*Amendment*
(b) port facilities, information and communication technologies (ICT) such as electronic logistics management systems, safety and security and administrative and customs procedures in at least one Member State;	(b) port facilities, ***freight villages located outside the port area but associated with the port operations,*** information and communication technologies (ICT) such as electronic logistics management systems, safety and security and administrative and customs procedures in at least one Member State;

Or. en

Amendment 49
Proposal for a regulation
Article 25 – paragraph 3 a (new)

Text proposed by the Commission	*Amendment*
	3a. By 1 December 2013, the Commission shall present an updated and detailed concept for the Motorways of the Sea, based on the experiences so far and taking into account the current development of Union maritime transport as well as the forecasted traffic on the Motorways of the Sea. Furthermore, an impact study of the development of Motorways of the Sea presenting the costs and the benefits, accompanied by an environmental impact study shall be presented.

Or. en

Justification

The Rapporteurs consider the Motorways of the Sea to be a crucial element of the TEN-T. The concept of the Motorways of the Sea should therefore be developed further.

Amendment 50
Proposal for a regulation
Article 36 – point d

Text proposed by the Commission	*Amendment*
(d) seamless connection between the infrastructure of the comprehensive network and the infrastructure for regional and local traffic, including logistic consolidation and distribution centres;	(d) seamless connection between the infrastructure of the comprehensive network and the infrastructure for regional and local traffic ***and urban freight delivery***, including logistic consolidation and distribution centres;

Or. en

Amendment 51
Proposal for a regulation
Article 37 – paragraph 1

Text proposed by the Commission	*Amendment*
1. ITS shall enable traffic management and the exchange of information within and between transport modes for multi-modal transport operations and value added transport-related services, improving safety, security and environmental performance.	1. ITS shall enable traffic management and the exchange of information within and between transport modes for multi-modal transport operations and value added transport-related services, improving safety, security and environmental performance ***as well as simplifying administrative procedures***.

Or. en

Amendment 52
Proposal for a regulation
Article 37 – paragraph 3 – fourth indent

Text proposed by the Commission	*Amendment*
- for maritime transport: VTMIS and e-Maritime services;	- for maritime transport: VTMIS and e-Maritime services***, including single window services such as the maritime single window, port community systems and relevant customs information systems***;

Or. en

Amendment 53
Proposal for a regulation
Article 45 – paragraph 2

Text proposed by the Commission	*Amendment*
2. The infrastructure of the core network shall meet all the requirements set out in Chapter II without exception. In addition, the following requirements shall also be	2. The infrastructure of the core network shall meet all the requirements set out in Chapter II without exception. In addition, the following requirements shall also be

met by the infrastructure of the core network:	met by the infrastructure of the core network:
(a) for railway transport infrastructure:	(a) for railway transport infrastructure:
- full electrification of the railway lines;	- full electrification of the railway lines;
- lines with regular freight traffic: at least 22.5 t axle load, 100 km/h line speed and 750 m train length;	- lines with regular freight traffic: at least 22.5 t axle load, 100 km/h line speed and 750 m train length, ***including a 10m safety margin***; ***which could be extended, in particular on the core network corridors, to up to 1 500m if there is a clear socio-economic benefit and operational and technical feasibility allows it***;
(b) for inland navigation and maritime transport infrastructure:	**-** for inland navigation and maritime transport infrastructure:
- availability of alternative clean fuels;	- availability of alternative clean fuels;
(c) for road transport infrastructure;	***(b)*** for road transport infrastructure:
- the development of rest areas ***approximately*** every ***50 kilometres*** on motorways in order inter alia to provide sufficient parking space for commercial road users with an appropriate level of safety and security;	- the development of rest areas every ***100 kilometres or less*** on motorways ***following society and market needs and environmental restrictions*** in order inter alia to provide sufficient parking space for commercial road users with an appropriate level of safety***, comfort*** and security;
- availability of alternative clean fuels;	- availability of alternative clean fuels;
(d) for air transport infrastructure:	***(c)*** for air transport infrastructure:
- capacity to make available alternative clean fuels.	- capacity to make available alternative clean fuels.

Or. en

Justification

Where possible, Member States should be encouraged to extend the train length on the core network (and in particular on the corridors) for upgrades and new lines of freight trains to up to 1,500 m if this would lead to productivity gains and a socio-economic benefit. The development of rest areas should be flexible enough to reflect the society and market needs as well as the environmental restrictions, while at the same time respecting the current EU law.

Amendment 54
Proposal for a regulation
Article 47 – paragraph 1 – second indent a (new)

Text proposed by the Commission	*Amendment*
	- inland ports, rail/road terminals and freight airports;

Or. en

Amendment 55
Proposal for a regulation
Article 47 – paragraph 2

Text proposed by the Commission	*Amendment*
2. Maritime ports indicated in Part 2 of Annex II shall be connected with the railway and road transport infrastructure of the trans-European transport network by 31 December 2030 at the latest, except in duly justified cases.	2. Maritime ports indicated in Part 2 of Annex II shall be connected with the railway and road ***and where possible inland waterway*** transport infrastructure of the trans-European transport network by 31 December 2030 at the latest, except in duly justified cases.

Or. en

Amendment 56
Proposal for a regulation
Article 49 – paragraph 3 a (new)

Text proposed by the Commission	*Amendment*
	3a. Core network corridors shall include the existing cooperation structure of rail freight corridors set up in accordance with Regulation (EU) No 913/2010 whose work shall be integrated into the work of the core network corridors. The alignment of rail freight corridors shall be adapted to correspond to the alignment of the core network corridors.

Or. en

Amendment 57
Proposal for a regulation
Article 50 – paragraph 2 a (new)

Text proposed by the Commission	*Amendment*
	2a.Based on Annex I to Regulation (EU) No XXX/2012 [Connecting Europe Facility], the core network corridors are illustrated in a map in Annex I of this Regulation.

Or. en

Justification

For transparency and illustration purposes, the TEN-T guidelines should also provide a map of the Core network corridors to be defined in the Connecting Europe Facility Regulation.

Amendment 58
Proposal for a regulation
Article 51 – paragraph 1

Text proposed by the Commission	*Amendment*
1. In order to facilitate the coordinated implementation of core network corridors, the Commission shall designate, after consultation with the Member States concerned, and ***after having consulted*** the European Parliament, persons called ***'***European Coordinator***'***.	1. In order to facilitate the coordinated implementation of core network corridors, the Commission shall designate, after consultation with the Member States concerned, and ***with*** the European Parliament, persons called ***"***European Coordinator***"***.

Or. en

Amendment 59
Proposal for a regulation
Article 51 – paragraph 6

Text proposed by the Commission	*Amendment*
6. The Member States concerned shall cooperate with the European Coordinator and give the Coordinator the information	6. The Member States concerned shall cooperate with the European Coordinator and give the Coordinator the information

required to perform the tasks referred to in paragraph 5.

required to perform the tasks referred to in paragraph 5***, including on how their national infrastructure plan takes the development of the corridors into account***.

Or. en

Amendment 60
Proposal for a regulation
Article 52 – paragraph 2

Text proposed by the Commission

2. The corridor platform shall be composed of the representatives of the Member States concerned and, ***as appropriate***, other public and private entities. In any case, the relevant infrastructure managers as defined in Directive 2001/14/EC of the European Parliament and of the Council of 26 February 2001 on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure shall participate in the corridor platform.

Amendment

2. The corridor platform shall be composed of the representatives of the Member States concerned and, ***in principle***, other public and private entities ***such as the regional and local authorities concerned***. In any case, the relevant infrastructure managers as defined in Directive 2001/14/EC of the European Parliament and of the Council of 26 February 2001 on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure ***as well as representatives of port authorities of the sea and inland ports which are concerned by the corridor*** shall participate in the corridor platform.

The rail freight corridors set up under Regulation (EU) No 913/2010 shall be the basis for the rail dimension of the corridor platform as appropriate.

Or. en

Justification

It is necessary to include regional and local authorities in the corridor platform because they are directly concerned. The same goes for the relevant port authorities of the sea and inland ports concerned.

Amendment 61
Proposal for a regulation
Article 53 – paragraph 1 – point e – fifth indent a (new)

Text proposed by the Commission	*Amendment*
	- measures to involve the regional and local civil society concerned.

Or. en

Justification

The measures to involve the local and regional civil society concerned should be part of the corridor development plan.

Amendment 62
Proposal for a regulation
Article 53 – paragraph 1 a (new)

Text proposed by the Commission	*Amendment*
	1a. The corridor development plan shall take into account the efforts already made by the Member States and the relevant infrastructure managers in implementing Regulation (EU) No 913/2010 as well as the experiences and results of the existing rail freight corridor companies.

Or. en

Amendment 63
Proposal for a regulation
Article 53 – paragraph 3

Text proposed by the Commission	*Amendment*
3. In order to support the implementation of the core network corridors, the Commission ***may*** adopt implementing decisions for core network corridors. These decisions may:	3. In order to support the implementation of the core network corridors, the Commission ***shall*** adopt implementing decisions for core network corridors. These decisions may:
(a) include the investment planning, the related costs and implementation timeline, estimated as necessary to implement the core network corridors in line with the	(a) include the investment planning, the related costs and implementation timeline, estimated as necessary to implement the core network corridors in line with the

objectives of this Regulation;	objectives of this Regulation;
(b) define all measures aimed at reducing external costs, in particular greenhouse gas emissions and noise, and aimed at promoting the introduction of new technologies in traffic and capacity management***;***	(b) define all measures aimed at reducing external costs, in particular greenhouse gas emissions and noise, and aimed at promoting the introduction of new technologies in traffic and capacity management***.***
(c) provide for other measures which are necessary for the implementation of the corridor development plan and for the efficient use of the core network corridor infrastructure.	

Or. en

Justification

The paragraph c) goes too far for an implementing act and should be deleted.

Amendment 64
Proposal for a regulation
Article 54 – paragraph 1

Text proposed by the Commission	*Amendment*
Member States shall inform the Commission continuously through the interactive geographical and technical information system for the trans-European transport network (TENtec), about the progress made in implementing projects of common interest and the investments made for this purpose.	Member States shall inform the Commission continuously through the interactive geographical and technical information system for the trans-European transport network (TENtec), about the progress made in implementing projects of common interest and the investments made for this purpose. ***This shall include detailed statistical data on all relevant financial aid in the form of grants, loans or other financial instruments, used for each project of common interest and for each transport mode in the core as well as in the comprehensive network at European and at the respective Member State level. The forms of financial aid to be taken into account for this report are in particular:***
Member States shall provide the Commission with abstracts of national	

plans and programmes which they are drawing up with a view to develop the trans-European transport network, in particular in relation to the core network. Once adopted, the Member States shall send the national plans and programmes to the Commission for information.

- financial aid covered by Regulation XXXX [Connecting Europe Facility];

- financial aid covered by Regulation XXXX and XXXX [Cohesion Fund, ERDF];

- financial aid covered by Regulation XXXX [Horizon 2020];

- financial aid in the form of loans and financing instruments provided by the European Investment Bank.

Or. en

Justification

The reporting obligations for the Member States should be strengthened in order to improve the current unsatisfactory situation with regards to available data on projects financed by some of the relevant funding sources.

Amendment 65
Proposal for a regulation
Article 54 – paragraph 2

Text proposed by the Commission	*Amendment*
2. Every two years starting from the entry into force of this Regulation and after consultation of the Committee referred to in Article 54, the Commission shall publish a progress report on the implementation of the guidelines, which shall be submitted to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions.	2. Every two years starting from the entry into force of this Regulation and after consultation of the Committee referred to in Article 54, the Commission shall publish a progress report on the implementation of the guidelines, which shall be submitted to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions. ***The report shall contain detailed statistical data on the use of the various forms of financial aid mentioned in paragraph 1,***

for the various transport modes and other elements of the core and comprehensive network as outlined in Chapters II and III at EU level as well as for each Member State.

The report shall also:

- reflect and outline the dynamic and evolving character of the trans-European transport network regarding completed projects of common interest, resulting in potential changes of passenger and freight transport flows as well as modal utilisation;

- provide detailed information on the Commission's internal coordination of all forms of financial aid mentioned in paragraph 1 in view of ensuring a coherent application of the TEN-T guidelines in line with its objectives and priorities.

Or. en

Justification

The progress report to be prepared by the Commission should contain more detailed data and additional elements. It should reflect and outline the evolving character of the TEN-T as well as provide detailed information on the Commission's internal coordination of all forms of financial aid for TEN-T.

Amendment 66
Proposal for a regulation
Article 54 – paragraph 3 – point c a (new)

Text proposed by the Commission	*Amendment*
	(ca) adjust the map for the core network corridors whenever the list of core network corridors set out Annex I to Regulation (EU) No XXXX/2012 [Connecting Europe Facility] is changed.

Or. en

Justification

For the adjustment of the map of the core network corridors, a delegated act needs to be foreseen.

Amendment 67
Proposal for a regulation
Article 54 a (new)

Text proposed by the Commission	*Amendment*
	Article 54a
	Involvement of regional and local authorities and civil society
	Member States shall ensure that the interests of regional and local authorities as well as of local civil society affected by a project of common interest are appropriately taken into account in the planning and construction phase of a project. By 1 December 2013, the Commission shall present guidelines and a best practice manual for this purpose.

Or. en

Justification

The Commission should develop some guidelines and a best practice manual in order to appropriately involve the local and regional civil society in TEN-T projects and develop these projects with, rather than against, them. By this, long and costly project delays could be avoided.

Amendment 68
Proposal for a regulation
Article 54 b (new)

Text proposed by the Commission	*Amendment*
	Article 54b
	Methodologies for socio-economic cost-benefit analysis, European added value and climate impact assessment

Based on the definitions in Article 3 the Commission shall develop detailed methodologies for:

- a socio-economic cost-benefit analysis;

- the assessment of the European added value;

- climate impact assessments;

Those methodologies shall be used for the assessment of projects of common interest as set out in Article 7.

Those methodologies shall be adopted by delegated acts by no later than 31 January 2014 in accordance with the procedure laid down in Article 56.

Or. en

Justification

It is important to develop the methodologies for assessing projects of common interest. The work should be carried out by the Commission after the adoption of this Regulation. The form of a delegated act would guarantee that Parliament is involved in the process.

Amendment 69
Proposal for a regulation
Article 57

Text proposed by the Commission	*Amendment*
By 31 December 2023 at the latest, the Commission shall carry out a review of the implementation of the core network, evaluating compliance with the provisions laid down in this Regulation ***and the*** progress in implementation***.***	By 31 December 2023 at the latest, the Commission shall carry out a review of the implementation of the core network, evaluating***:***
	(a) compliance with the provisions laid down in this Regulation***;***
	(b) progress in implementation***;***
	(c) the changes of passenger and freight transport flows;
	(d) the potential need for changes to this Regulation.

Or. en

Justification

The review should contain more elements than proposed in the Commission's text. In particular, the question of a potential need for a modification of the Regulation should be discussed at this occasion.

Amendment 70
Proposal for a regulation
Article 59 – paragraph 2

Text proposed by the Commission	*Amendment*
2. The Commission may, as part of its active monitoring of the implementation of the core network and having due regard to the principle of proportionality and subsidiarity, decide to take appropriate measures.	***deleted***

Or. en

Justification

The Commission should not have the right to decide on these measures unilaterally. Therefore this paragraph should be deleted.

Amendment 71

Proposal for a regulation
Annex I - Volume 07/33

Text proposed by the Commission	*Amendment*
	to add Nottingham East Midlands Airport to the core network

Or. en

Justification

Freight airports exceeding 1% of the annual air freight transhipment of the EU should be included in the core network. This is in line with the methodology which foresees a threshold of 1% of the total transhipment in ports. By this amendment, Nottingham East Midlands Airport becomes part of the core network. Many other airports fulfil this criterion, too but

they are already part of the core network airports due to passenger transport.

Amendment 72

Proposal for a regulation
Annex I - Volume 11/33

Text proposed by the Commission	*Amendment*
	to add the airport of Liège-Bierset to the core network

Or. en

Justification

Freight airports exceeding 1% of the annual air freight transhipment of the EU should be included in the core network. This is in line with the methodology which foresees a threshold of 1% of the total transhipment in ports. By this amendment, Liège Airport becomes part of the core network. Many other airports fulfil this criterion, too but they are already part of the core network airports due to passenger transport.

Amendment 73

Proposal for a regulation
Annex I - Volume 17/33

Text proposed by the Commission	*Amendment*
	to add Gran Canaria Airport in Las Palmas to the core network

Or. en

Justification

Urban nodes should be foreseen on islands with more than 1 million inhabitants or on insular NUTS 1 regions with more than 1 million inhabitants. This is in line with the methodology which foresees a threshold of 1 million inhabitants for Large Urban Zones to become urban nodes and which includes at least one core network port in each NUTS 1 region with access to sea. By this amendment, Las Palmas in Gran Canaria (NUTS 1 with 2,12 million inhabitants) would become an urban node and its airport become part of the core network.

Amendment 74

Proposal for a regulation
Annex I - Volume 18/33

Text proposed by the Commission	*Amendment*
	to add the port of Cagliari to the core network

Or. en

Justification

Urban nodes should be foreseen on islands with more than 1 million inhabitants or on insular NUTS 1 regions with more than 1 million inhabitants. This is in line with the methodology which foresees a threshold of 1 million inhabitants for Large Urban Zones to become urban nodes and which includes at least one core network port in each NUTS 1 region with access to sea. By this amendment, Cagliari on Sardinia (1,68 million inhabitants) would become an urban node and its airport and port become part of the core network.

Amendment 75

Proposal for a regulation
Annex I - Volume 19/33

Text proposed by the Commission	*Amendment*
	to add the airport of Cagliari to the core network

Or. en

Justification

See justification of amendment 74.

Amendment 76

Proposal for a regulation
Annex I - Volume 22/33

Text proposed by the Commission	*Amendment*
	to add the port of Heraklion to the core network

Or. en

Justification

Urban nodes should be foreseen on islands with more than 1 million inhabitants or on insular NUTS 1 regions with more than 1 million inhabitants. This is in line with the methodology which foresees a threshold of 1 million inhabitants for Large Urban Zones to become urban nodes and which includes at least one core network port in each NUTS 1 region with access to sea. By this amendment, Heraklion on Crete (NUTS 1 with 1,11 million inhabitants) would become an urban node and its airport and port become part of the core network.

Amendment 77

Proposal for a regulation
Annex I - Volume 23/32

Text proposed by the Commission	*Amendment*
	to add the airport of Heraklion to the core network

Or. en

Justification

See justification of amendment 76.

Amendment 78

Proposal for a regulation
Annex II - Section 1a

Text proposed by the Commission	*Amendment*
	to add Cagliari (IT), Heraklion (EL) and Las Palmas (ES)

Or. en

Justification

See justification of amendments 73, 74 and 76.

Amendment 79

Proposal for a regulation
Annex II - Section 2

Text proposed by the Commission	*Amendment*
	to add Cagliari (IT) and Heraklion (EL)

Or. en

Justification

See justification of amendments 74 and 76. In the Commission proposal, the port of Las Palmas is already classified as core network port.

EXPLANATORY STATEMENT

The Transeuropean Transport Network (TEN-T) is one of the key projects of the European Union. It is the backbone of the common market, indispensable for the mobility of EU citizens, for the economic, social and territorial cohesion, and for creating economic growth and jobs.

The current challenges for the realisation of the TEN-T are well known: a significant delay in the realisation of many TEN-T projects, difficulties in project financing in times of economic crisis, a lack of coordination between the different centrally and decentrally managed financing instruments, as well as a lack of information and statistics on the funding of projects, in particular those financial aids coming from the Structural and Cohesion funds and from the EIB.

In its proposal, the Commission intended to meet these challenges through significant changes to the current TEN-T policy:

Methodology and dual layer structure:

The pre-identification of projects of common interest illustrated in the maps in the Annex is now based on a methodology with common criteria for the whole network and all its modes of transports. The methodology was explained by the Commission in the Hearing on the TEN-T guidelines on 8 May 2012 and also in the related document distributed there.

For the Rapporteurs, this new methodology is a crucial element of the new TEN-T policy. It helps to understand the structure of the TEN-T and fosters strategic and conceptual planning to integrate all regions equally and according to the transport needs. It will also help to avoid arbitrary decisions. Indeed, it should be the European dimension which counts for the TEN-T rather than strictly national, regional or local wish lists. For the Rapporteurs, the underlying methodology proposed by the Commission in its proposal is sound and balanced.

This methodology leads to a dual layer structure: the comprehensive and the core network. It constitutes the basis for the identification of projects of common interest and the Rapporteurs fully support this dual layer approach. The same goes for the Annexes of this Regulation, which outline the potential projects of common interest as a result of the applied methodology. The Rapporteurs only propose two minor adjustments **within** the framework of the methodology and in full compliance with its logic:

1) the inclusion of freight airports exceeding 1% of the annual air freight shipment, with the airports of Liege and East Midlands becoming part of the core network;

2) the inclusion of urban nodes on the main European islands. By this, Cagliari in Sardinia (1,68 million inhabitants), Heraklion in Crete (NUTS 1 with 1,11 million inhabitants) and Las Palmas in Gran Canaria (NUTS 1 with 2,12 million inhabitants) would become urban nodes and their respective airports and ports become part of the core network.

Prioritisation and EU added value:

Maximising the European added value and achieving the greatest possible progress with scarce financial resources should be one of the key priorities for the TEN-T. To meet this objective, a stronger prioritization is proposed by the Commission. There is a clear focus on the most important elements of the TEN-T (in particular bottlenecks, missing links and cross border projects) as well as on sustainable modes of transport and complementary elements such as ITS. Your Rapporteurs share this approach. However, they propose to go a step further from the Commission's proposal. Above all, it is about defining some stricter criteria for projects of common interest by better structuring Articles 4 (Objectives) and 10 (Priorities) as well as by slightly narrowing the eligibility conditions in Article 7.

In addition, in the Commission's proposal, the European added value remains a rather vague concept. It appears to have different meanings to different actors. In your Rapporteurs' opinion, it is necessary to introduce a definition tailored to the TEN-T. The same applies to the socio-economic cost benefit analysis.

The work on the detailed methodologies to be used for assessing projects of common interest should be carried out by the Commission after the adoption of this Regulation. The form of a delegated act would guarantee that Parliament is involved in this process.

The Rapporteurs share the Commission's view that there shall be binding deadlines for the completion of both the core and the comprehensive network (2030 and 2050 respectively). They will help to create the necessary push for the TEN-T.

TEN-T and sustainable growth:

Furthermore, a stronger link between the TEN-T objectives and priorities on the one hand and the EU's 2020 strategy on the other is needed in order to better reflect the challenges ahead.

Given the long term climate impacts of transport infrastructure, it seems indispensable that climate impact assessments are carried out for new or upgraded infrastructure projects. The enormous challenges for transport policy to curb carbon emissions and the resulting ambitious objectives outlined in the White Paper on Transport Policy make this even more necessary. Therefore, climate impact assessments should be incorporated in the socio-economic cost benefit analysis required in Article 7.

Coordination and implementing instruments:

In Chapter IV, the Commission proposes a multimodal Core Network Corridor approach. The 10 proposed Core Network Corridors cover the most important cross border long distance flows. They serve as a key instrument for the coordinated implementation of the core network. These corridors will in principle cover three transport modes and cross at least three Member States generally establishing a connection with a maritime port.

The Commission proposes that European Coordinators shall be appointed for the coordination

and the governance of the Core Network Corridors (Article 51). Corridor Platforms under chairmanship of the respective European Coordinator shall facilitate the governance of these corridors (Article 52). The Platform may be established as a permanent legal entity such as a European Economic Interest group. In cooperation with the Corridor Platform, Member States shall jointly draw up corridor development plans.

The Rapporteurs support this approach. Indeed, better coordination is another pillar of the new TEN-T policy. The experience with the Coordinators for some of the current TEN-T Priority projects is so far rather positive. Their new role needs to be further clarified and enriched. With the corridor platform and the corridor development plan, they will be able to base themselves upon a harmonised structure. The Rapporteurs consider this to be the right approach. A couple of elements have, however, been added. Other corridor approaches (e.g. rail freight corridors) should for example be better taken into account for the Corridors' governance structure. The involvement of regional and local authorities as well as of the representatives of the sea and inland ports concerned should also be improved.

Remarks on specific modes of transport:

The Rapporteurs welcome the Commission's intention to strengthen the EU seaports as multimodal gateways, while stressing that the concept of the 'Motorways of the sea' remains rather vague. Furthermore, they have been downgraded - compared to the rather prominent role in the current TEN-T guidelines. For this reason and in order to underline their strategic importance, the Rapporteurs propose to request an update of the Motorways of the sea project.

With regards to inland waterways, the Rapporteurs welcome the focus on this mode of transport - in particular relating to the Connecting Europe Facility. However, some areas of specific importance to species of flora and fauna, such as natural, unspoiled, free-flowing rivers, and Natura2000 sites should be exempted from the inland waterway requirements, in particular the class 4 requirements in Article 17. Here the vessels should adapt to the river and not the river to the vessels.

Concerns of the local civil society and project delays:

A question of ever increasing importance has not been addressed by the Commission: how can appropriate consultation and participation of the citizens affected by a certain project (e.g. railway noise, pollution, etc) be ensured in the planning process? This is essential so that the impact of controversial projects can be mitigated and long-term conflicts at local or regional level which are often resulting in significant project delays can be avoided. Currently, a number of key projects face strong opposition by the local population (e.g. Lyon-Turin Base tunnel, Stuttgart 21). The Commission should therefore be required to draft guidelines for appropriately involving the local/regional authorities and civil society in TEN-T projects and develop these projects with, rather than against, them.

Transparency, monitoring and reporting and internal coordination:

According to Article 54 (1) of the proposal on the TEN-T guidelines, Member States shall inform the Commission on a regular basis, through the interactive geographical and technical information system for the trans-European transport network (TENtec), on the progress made

in implementing projects of common interest and the investments made for this purpose.

This system has a high potential for improving the current unsatisfactory situation regarding the availability of information on all different types of financing for projects of common interest. In particular, the lack of transparency and information on TEN-T projects financed by the Structural and Cohesion Funds has been criticised by the TRAN Committee in the past.

However, according to the Commission's proposal, it is not fully clear whether the Member States will have to feed this TENtec with data from all different funding instruments. The Rapporteurs have decided to clarify this and to also include data on loans from the European Investment Bank (EIB). Furthermore, not only the reporting obligations for the Member States should be strengthened. The biannual progress report to be prepared by the Commission should also contain more detailed data and additional elements. It should reflect and outline the evolving character of the TEN-T as well as provide detailed information on the Commission's internal coordination of all forms of financial aid for the TEN-T. The latter is very important in order for the European Parliament to have an overview of whether the funding policy of all financial programmes is carried out in accordance with the TEN-T guidelines.