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AMENDMENTS-PART III 765 - 990

Draft report

Georgios Koumoutsakos, Ismail Ertug
(PE489.704v01-00)

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

Proposal for a regulation
(COM(2011)0650 – C7-0375/2012 – 2011/0294(COD))

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PE496.673v01-00

EN

United in diversity

EN

Amendment 765
Erik Bánki, Ádám Kósa

Proposal for a regulation
Annex I – Volume 02/33

Text proposed by the Commission

Amendment

to add the ‘Győr-Pápa-Celldömölk’ and ‘Zalaszentiván-Nagykanizsa-Murakeresztúr’ sections of railway to the core rail network

Or. hu

Justification

The rail sections within Hungary of the extremely busy north-south transport axis (CETC-ROUTE65) between the Baltic and the Adriatic, which passes through five Member States (Sweden, Poland, Slovakia, Slovenia and Hungary), should be included in the TEN-T core network. The sections listed form part of the shortest distance by rail between a number of capital cities and ‘capital-Adriatic’. They also form part of the line connecting a number of Member States (Slovakia, Poland, Lithuania, Latvia and Estonia) and the Adriatic ports which skirts the Alps. The sections of the CETC-ROUTE65 rail axis which lie within several Member States form an integral part of the core network.

Amendment 766
Isabelle Durant

Proposal for a regulation
Annex I – Volume 02/33

Text proposed by the Commission

Amendment

To add the "Walloon railway backbone", the line connecting Valenciennes (FR) with Aachen (DE) via Mons (BE), Charleroi (BE), Namur (BE) and Liège (BE) to the rail core network

Or. en

Justification

The 'Walloon railway backbone' is essentially an already existing railway line that meets all the potential to become a major heavy rail freight route of European importance connecting the French harbours of Le Havre and Dunkirk, on the English channel, with Germany. Only 2 kilometres of track are missing and a few more need to be upgraded to reopen the 35 km-long Mons-Valenciennes section of the line and reap the benefits of directly connecting Northern France to Germany without having to make a detour through the busy Parisian basin. Furthermore, using EU support to upgrade a number of sections on this line, would increase its capacity and facilitate combined use for freight and passengers.

Amendment 767

Bogdan Kazimierz Marcinkiewicz, Ryszard Antoni Legutko

Proposal for a regulation

Annex I – Volume 02/33

Text proposed by the Commission

Amendment

To add the Oder Waterway (Ostrava – Opole – Wrocław – Frankfurt am Oder – Szczecin) to the core network.

Or. en

Amendment 768

Silvia-Adriana Țicău

Proposal for a regulation

Annex I – Volume 03/33

Text proposed by the Commission

Amendment

To add the airports: Constanța- Cluj-Napoca (România) to the core network

Or. en

Amendment 769

Tomasz Piotr Poręba

Proposal for a regulation

Annex I – Volume 03/33

Text proposed by the Commission

Amendment

To include the whole Via Carpathia Road (Thessaloniki, Sofia, Calfat, Lugoj, Timișoara, Oradea, Debrecen, Miskolc, Košice, Rzeszów, Lublin, Białystok, Kaunas, Klaipeda) in the road core network.

Or. en

Amendment 770
Erik Bánki, Ádám Kósa

Proposal for a regulation
Annex I – Volume 03/33

Text proposed by the Commission

Amendment

to add the ‘Mosonmagyaróvár-Csorna-Szombathely-Nagykanizsa’ section of road to the core road network

Or. hu

Justification

The road sections within Hungary of the extremely busy north-south transport axis (CETC-ROUTE65) between the Baltic and the Adriatic, which passes through five Member States (Sweden, Poland, Slovakia, Slovenia and Hungary), should be included in the TEN-T core network. The sections listed form part of the shortest distance by road between a number of capital cities and ‘capital-Adriatic’. They form part of the route between a number of Member States (Slovakia, Poland, Lithuania, Latvia and Estonia) and the Adriatic coast which skirts the Alps. The road sections of CETC-ROUTE65 which lie within several Member States form an integral part of the core network.

Amendment 771
Erik Bánki, Ádám Kósa

Proposal for a regulation

Annex I – Volume 03/33

Text proposed by the Commission

Amendment

to add the ‘Győr-Pápa-Celldömölk’ and ‘Zalaszentiván-Nagykanizsa-Murakeresztúr’ sections of railway to the core rail network

Or. hu

Justification

The rail sections within Hungary of the extremely busy north-south transport axis (CETC-ROUTE65) which passes through five Member States (Sweden, Poland, Slovakia, Slovenia and Hungary) should be included in the TEN-T core network. The sections listed form part of the shortest distance by rail between a number of capital cities and ‘capital-Adriatic’. They also form part of the line connecting a number of Member States (Slovakia, Poland, Lithuania, Latvia and Estonia) and the Adriatic coast which skirts the Alps. The sections of the CETC-ROUTE65 rail axis which lie within several Member States form an integral part of the core network.

Amendment 772
Michael Cramer

Proposal for a regulation
Annex I – Volume 03/33

Text proposed by the Commission

Amendment

to add the EuroVelo-Routes map¹ to the comprehensive network

¹ <http://www.eurovelo.org/routes/>

Or. en

Justification

As stipulated in paragraph 11 of the European Parliament's resolution of 15 December 2011 on the Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system (2011/2096(INI)), "EuroVelo, the European long-distance cycle route network, should be included in the TEN-T network.

Amendment 773
Isabelle Durant

Proposal for a regulation
Annex I – Volume 03/33

Text proposed by the Commission

Amendment

To add "Walloon railway backbone", the line connecting Valenciennes (FR) with Aachen (DE) via Mons (BE), Charleroi (BE), Namur (BE) and Liège (BE) to the rail core network

Or. en

Justification

The 'Walloon railway backbone' is essentially an already existing railway line that meets all the potential to become a major heavy rail freight route of European importance connecting the French harbours of Le Havre and Dunkirk, on the English channel, with Germany. Only 2 kilometres of track are missing and a few more need to be upgraded to reopen the 35 km-long Mons-Valenciennes section of the line and reap the benefits of directly connecting Northern France to Germany without having to make a detour through the busy Parisian basin. Furthermore, using EU support to upgrade a number of sections on this line, would increase its capacity and facilitate combined use for freight and passengers.

Amendment 774
Isabelle Durant

Proposal for a regulation
Annex I – Volume 03/33

Text proposed by the Commission

Amendment

To add the Mons-Liege section of the E42 motorway, connecting Lille (FR) with Cologne (DE) via Mons (BE), Charleroi (BE), Namur (BE) and Liège (BE) to the road core network

Or. en

Justification

The E42 axis already exists but is only included in the core network from Lille to Mons and from Liège to Cologne (which it reaches as E40). It is, however, the most direct link between Lille and Cologne, both in the core network, avoiding a detour through the highly congested Brussels ring motorway (RO).

Amendment 775
Michael Cramer

Proposal for a regulation
Annex I – Volume 04/33

Text proposed by the Commission

Amendment

***To add the railway line Aarhus –
Frederikshavn - Hirtshals to the core
network***

Or. en

Amendment 776
Michael Cramer

Proposal for a regulation
Annex I – Volume 04/33

Text proposed by the Commission

Amendment

***To add the railway line Nyköbing –
Gedser to the core network***

Or. en

Justification

In order to ensure a sustainable connection between Berlin and Scandinavia, the existing railway line between Gedser and Nyköbing should be included, using i.e. the low-carbon ferry connections between Rostock and Gedser.

Amendment 777
Michael Cramer

PE496.673v01-00

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Proposal for a regulation
Annex I – Volume 04/33

Text proposed by the Commission

Amendment

***to add the Swedish navigable inland
waterways connecting Göteborg with the
hinterland lakes***

Or. en

Justification

The Swedish inland waterways are meeting the Class IV and should therefore be included into the TEN-T. They link the sea with lakes and the hinterland.

Amendment 778
Michael Cramer

Proposal for a regulation
Annex I – Volume 04/33

Text proposed by the Commission

Amendment

***to add the Swedish navigable inland
waterways connecting Stockholm with the
hinterland lakes***

Or. en

Justification

The Swedish inland waterways are meeting the Class IV and should therefore be included into the TEN-T. They link the sea with lakes and the hinterland.

Amendment 779
Anne E. Jensen, Ole Christensen

Proposal for a regulation

Annex I – Volume 04/33

Text proposed by the Commission

Amendment

To change the status of the railway section from Aarhus to Hirtshals and Frederikshavn, respectively, from the comprehensive network to the core network (freight)

Or. en

Justification

Frederikshavn has important ferry links to Gothenburg, on the West coast of Sweden. The Port of Gothenburg is also in the core network. Hirtshals has important ferry links to the Norwegian capital of Oslo, as well as to several other Norwegian cities. The Port of Oslo is also in the core network. The rail and road sections in question are therefore linking the urban nodes of Aarhus, Gothenburg, and Oslo, which is the methodology the Commission has used to draw up the core network. The sections are also linking Norway to the rest of Europe.

Amendment 780

Peter van Dalen

Proposal for a regulation

Annex I – Volume 04/33

Text proposed by the Commission

Amendment

Sweden's inland waters between Göteborg and the lakes in the interior, and between Stockholm and the lakes in the interior, are added to the map.

Or. nl

Justification

At present, the inland port of Västerås is not located on any inland waterway route. This port too should be linked to the European Transport Network.

Amendment 781

Anne E. Jensen, Ole Christensen

Proposal for a regulation
Annex I – Volume 05/33

Text proposed by the Commission

Amendment

To change the status of the railway section from Aarhus to Hirtshals and Frederikshavn, respectively, from the comprehensive network to the core network (passengers)

Or. en

Justification

Frederikshavn has important ferry links to Gothenburg, on the West coast of Sweden. The Port of Gothenburg is also in the core network. Hirtshals has important ferry links to the Norwegian capital of Oslo, as well as to several other Norwegian cities. The Port of Oslo is also in the core network. The rail and road sections in question are therefore linking the urban nodes of Aarhus, Gothenburg, and Oslo, which is the methodology the Commission has used to draw up the core network. The sections are also linking Norway to the rest of Europe.

Amendment 782
Anne E. Jensen, Ole Christensen

Proposal for a regulation
Annex I – Volume 05/33

Text proposed by the Commission

Amendment

To change the status of the road section from Aarhus to Hirtshals and Frederikshavn, respectively, from the comprehensive network to the core network

Or. en

Justification

Frederikshavn has important ferry links to Gothenburg, on the West coast of Sweden. The Port of Gothenburg is also in the core network. Hirtshals has important ferry links to the Norwegian capital of Oslo, as well as to several other Norwegian cities. The Port of Oslo is also in the core network. The rail and road sections in question are therefore linking the

urban nodes of Aarhus, Gothenburg, and Oslo, which is the methodology the Commission has used to draw up the core network. The sections are also linking Norway to the rest of Europe.

Amendment 783
Tomasz Piotr Poręba

Proposal for a regulation
Annex I – Volume 05/33

Text proposed by the Commission

Amendment

To include the whole Via Carpathia Road (Thessaloniki, Sofia, Calfat, Lugoj, Timișoara, Oradea, Debrecen, Miskolc, Košice, Rzeszów, Lublin, Białystok, Kaunas, Klaipeda) in the road core network.

Or. en

Amendment 784
James Nicholson, Diane Dodds

Proposal for a regulation
Annex I – Volume 07/33

Text proposed by the Commission

Amendment

To remove Northern Ireland's rail freight network from the core network

Or. en

Justification

Northern Ireland shares an isolated rail network with the Republic of Ireland and has no physical connection to mainland Europe. All freight comes into the island via ports or airports. The limited infrastructure and relatively short distances to the bulk of the population of Northern Ireland does not lend itself to point to point bulk freight distribution nor is there an existing or potential bulk freight market. Any rail freight activity would have to be on a North South axis.

Amendment 785
James Nicholson, Diane Dodds

Proposal for a regulation
Annex I – Volume 07/33

Text proposed by the Commission

Amendment

To add the A75 in Scotland to the road core network

Or. en

Justification

Under the Commission's current proposals one must travel via Glasgow or Dublin and then on through England to enter the European mainland using the Core network. The most appropriate link route from Northern Ireland's core network to the English core network, and as a result the European mainland is via the A75 Stranraer/Cairnryan – Carlisle. Stranraer is the second largest import / export destination for Belfast Port.

Amendment 786
James Nicholson, Diane Dodds, Martina Anderson

Proposal for a regulation
Annex I – Volume 07/33

Text proposed by the Commission

Amendment

To add Londonderry and its connecting route to Belfast to the core network, comprising the roads M2 - A6 as well as the railway line Belfast - Coleraine - Londonderry

Or. en

Justification

Londonderry does not currently meet the criteria to be included on the core network. However, rigidly applying the criteria for core nodes places peripheral regions of Europe, such as Northern Ireland at a disadvantage. Inclusion of Derry and its connecting routes on the Core network would provide true EU added value by improving access to the internal market across two member states. Improvements to the transport corridors between Derry, Belfast and Dublin will enhance access to this regional gateway. It will also promote the

competitiveness and improve its ability to access the single market.

Amendment 787

Isabelle Durant

Proposal for a regulation

Annex I – Volume 08/33

Text proposed by the Commission

Amendment

***To add the "Walloon railway backbone",
the line connecting Valenciennes (FR)
with Aachen (DE) via Mons (BE),
Charleroi (BE), Namur (BE) and Liège
(BE) to the rail core network***

Or. en

Justification

The 'Walloon railway backbone' is essentially an already existing railway line that meets all the potential to become a major heavy rail freight route of European importance connecting the French harbours of Le Havre and Dunkirk, on the English channel, with Germany. Only 2 kilometres of track are missing and a few more need to be upgraded to reopen the 35 km-long Mons-Valenciennes section of the line and reap the benefits of directly connecting Northern France to Germany without having to make a detour through the busy Parisian basin. Furthermore, using EU support to upgrade a number of sections on this line, would increase its capacity and facilitate combined use for freight and passengers.

Amendment 788

Jean-Jacob Bicep

Proposal for a regulation

Annex I – Volume 08/33

Text proposed by the Commission

Amendment

***To add the port of Guyane (FR) to the
core network***

Or. en

Justification

The port of Guyane should be added to the Core Network because it is a major European maritime connection to the MERCOSUR and the CARICOM. Pursuant to Art. 4 A).

Amendment 789

Michael Cramer

Proposal for a regulation

Annex I – Volume 08/33

Text proposed by the Commission

Amendment

to add the rail connection, bridging Colmar/FR with Freiburg/DE to the comprehensive network

Or. en

Justification

Since World War II the railway bridge over the Rhine between Freiburg and Colmar was destroyed and up to now not rebuilt. This trans-border rail connection is a missing link between two important and very near nodes. The connection will restore important synergies between French and German railway axes.

Amendment 790

Michael Cramer, Eva Lichtenberger

Proposal for a regulation

Annex I – Volume 08/33

Text proposed by the Commission

Amendment

To delete the tunnel project on the connection Lyon - Turino from the rail core network and include the existing railway line instead;

Or. en

Justification

The 2030 deadline defined for the implementation of the core network cannot be respected for this connection. More efficient solutions shall therefore be chosen, such as existing infrastructure that can be used.

Amendment 791
Michael Cramer

Proposal for a regulation
Annex I – Volume 08/33

Text proposed by the Commission

Amendment

To delete the port of Oostende from the core network

Or. en

Justification

Amendment 792
Bernadette Vergnaud, Jean-Jacob Bicep, Gilles Pargneaux, Karim Zéribi

Proposal for a regulation
Annex I – Volume 08/33

Text proposed by the Commission

Amendment

Incorporate the Tours-Dijon section into the core network

Or. fr

Justification

Incorporating this section into the core network will encourage the modal shift towards rail and maritime transport (volume estimated at 20 million tonnes per year), link the ports of the Atlantic seaboard to Switzerland, south-west Germany and northern Italy via the Nantes-Dijon-Lyon-Turin route and help to develop the motorways of the sea (link to the ports of Nantes and Gijón). The completion of this missing link, which has been the subject of a socio-economic cost-benefit analysis and offers high European added value, in 2020 will eliminate the current bottleneck around the Paris conurbation.

Amendment 793
Michael Cramer, Eva Lichtenberger

Proposal for a regulation
Annex I – Volume 09/33

Text proposed by the Commission

Amendment

To delete the tunnel project on the connection Lyon - Turino from the rail core network and include the existing railway line instead;

Or. en

Justification

The 2030 deadline defined for the implementation of the core network cannot be respected for this connection. More efficient solutions shall therefore be chosen, such as existing infrastructure that can be used.

Amendment 794
Michael Cramer

Proposal for a regulation
Annex I – Volume 09/33

Text proposed by the Commission

Amendment

To add the rail connection, bridging Colmar/FR with Freiburg/DE to the comprehensive network

Or. en

Justification

Since World War II the railway bridge over the Rhine between Freiburg and Colmar was destroyed and up to now not rebuilt. This trans-border rail connection is a missing link between two important and very near nodes. The connection will restore important synergies between French and German railway axes.

Amendment 795
Dominique Riquet

Proposal for a regulation
Annex I – Volume 09/33

Text proposed by the Commission

Amendment

Incorporate the Nantes Saint Nazaire-Lyon section into the core network

Or. fr

Justification

This addition is designed to link two core network nodes. This strategic route will provide a link between the Atlantic and northern Italy, via Lyon and Germany, and between northern and eastern Europe, via Mulhouse-Mülheim.

Amendment 796
Isabelle Durant

Proposal for a regulation
Annex I – Volume 09/33

Text proposed by the Commission

Amendment

To add the "Walloon railway backbone", the line connecting Valenciennes (FR) with Aachen (DE) via Mons (BE), Charleroi (BE), Namur (BE) and Liège (BE) to the rail core network

Or. en

Justification

The 'Walloon railway backbone' is essentially an already existing railway line that meets all the potential to become a major heavy rail freight route of European importance connecting the French harbours of Le Havre and Dunkirk, on the English channel, with Germany. Only 2 kilometres of track are missing and a few more need to be upgraded to reopen the 35 km-long Mons-Valenciennes section of the line and reap the benefits of directly connecting Northern France to Germany without having to make a detour through the busy Parisian basin. Furthermore, using EU support to upgrade a number of sections on this line, would increase its capacity and facilitate combined use for freight and passengers.

Amendment 797
Isabelle Durant

Proposal for a regulation
Annex I – Volume 09/33

Text proposed by the Commission

Amendment

To add the Mons-Liege section of the E42 motorway, connecting Lille (FR) with Cologne (DE) via Mons (BE), Charleroi (BE), Namur (BE) and Liège (BE) to the road core network

Or. en

Justification

The E42 axis already exists but is only included in the core network from Lille to Mons and from Liège to Cologne (which it reaches as E40). It is, however, the most direct link between Lille and Cologne, both in the core network, avoiding a detour through the highly congested Brussels ring motorway (RO).

Amendment 798
Peter van Dalen

Proposal for a regulation
Annex I – Volume 10/33

Text proposed by the Commission

Amendment

The port of Bergen op Zoom is added to the core network.

Or. nl

Justification

With annual transshipment of 1.8 m tons bulk and 70 000 TEU, the port of Bergen op Zoom meets the requirements for inclusion in the core network.

Amendment 799
Peter van Dalen

Proposal for a regulation
Annex I – Volume 10/33

Text proposed by the Commission

Amendment

The port of Venlo is added to the core network.

Or. nl

Justification

The inland port of Venlo is the centre of the North Limburg transport node, where more than 300 000 TEU and 2.3 m tons bulk is transhipped per annum. The port of Venlo thus meets the requirements for inclusion in the core network.

Amendment 800
Peter van Dalen

Proposal for a regulation
Annex I – Volume 10/33

Text proposed by the Commission

Amendment

The port of Born is added to the core network.

Or. nl

Justification

The inland port of Born is the centre of the South Limburg transport node, where more than 180 000 TEU and 4.6 m tons bulk is transhipped per annum. The port of Born thus meets the requirements for inclusion in the core network.

Amendment 801
Peter van Dalen

Proposal for a regulation

Annex I – Volume 10/33

Text proposed by the Commission

Amendment

The Zuyder Zee ports (Deventer, Zwolle and Kampen) are added to the core network.

Or. nl

Justification

The Zuyder Zee ports (the inland ports of Deventer, Zwolle and Kampen), with a combined transshipment of more than 5.5 m tons of goods per annum, meet the requirements for inclusion in the core network.

Amendment 802

Peter van Dalen

Proposal for a regulation

Annex I – Volume 10/33

Text proposed by the Commission

Amendment

The planned inland waterway link between the Twente Canal and the Mittelland Canal (between Enschede and Osnabrück) is added to the map.

Or. nl

Justification

This planned link is essential in order to expand the inland waterway network. It will also reduce the enormous pressure on other inland waterway, road and rail links between the Eastern Netherlands and Western Germany.

Amendment 803

Isabelle Durant

Proposal for a regulation

Annex I – Volume 10/33

Text proposed by the Commission

Amendment

To add the "Walloon railway backbone", the line connecting Valenciennes (FR) with Aachen (DE) via Mons (BE), Charleroi (BE), Namur (BE) and Liège (BE) to the rail core network

Or. en

Justification

The 'Walloon railway backbone' is essentially an already existing railway line that meets all the potential to become a major heavy rail freight route of European importance connecting the French harbours of Le Havre and Dunkirk, on the English channel, with Germany. Only 2 kilometres of track are missing and a few more need to be upgraded to reopen the 35 km-long Mons-Valenciennes section of the line and reap the benefits of directly connecting Northern France to Germany without having to make a detour through the busy Parisian basin. Furthermore, using EU support to upgrade a number of sections on this line, would increase its capacity and facilitate combined use for freight and passengers.

**Amendment 804
Dominique Riquet**

**Proposal for a regulation
Annex I – Volume 11/33**

Text proposed by the Commission

Amendment

Eliminate the bottleneck between Valenciennes and Mons (global rail freight network)

Or. fr

Justification

La ligne ferroviaire Paris-Bruxelles, première ligne transfrontalière ouverte en Europe en 1868, comportait sur son trajet le segment Valenciennes-Mons. Essentiellement dédiée au transport de passagers, cette ligne a été fermée en 1973. A l'heure actuelle, longeant l'axe Seine-Escaut, cette voie ferroviaire est indispensable à sa multimodalité. Les 3054 mètres à remettre en état entre Blanc-Misseron et Quiévrain (1520 mètres côté français et 1534 mètres côté belge) représentent le parfait exemple du goulet d'étranglement avec la

particularité que celui-ci n'a pas existé pendant plus de 100 ans et que l'abandon de cette artère l'a créé.

Amendment 805
Dominique Riquet

Proposal for a regulation
Annex I – Volume 11/33

Text proposed by the Commission

Amendment

Incorporate the port of Valenciennes into the core network

Or. fr

Justification

Incorporating the port of Valenciennes (strategically located on the Seine-Escaut route) into the core network would correct an omission on the Commission's part, since its annual river traffic volume is twice that specified by the Commission (1 million tonnes) in its working document entitled 'The New Trans-European Transport Network Policy - Planning and Implementation Issues'.

Amendment 806
Dominique Riquet

Proposal for a regulation
Annex I – Volume 11/33

Text proposed by the Commission

Amendment

Incorporate the London-Dunkirk-Lille-Luxembourg rail freight route into the core network

Or. fr

Justification

French and English ports have hinterlands connected to the rail network, but incorporating this route into the core rail freight network would give those ports a direct link to Germany and Switzerland via Luxembourg.

Amendment 807
Isabelle Durant

Proposal for a regulation
Annex I – Volume 11/33

Text proposed by the Commission

Amendment

To add the "Walloon railway backbone", the line connecting Valenciennes (FR) with Aachen (DE) via Mons (BE), Charleroi (BE), Namur (BE) and Liège (BE) to the core network

Or. en

Justification

The 'Walloon railway backbone' is essentially an already existing railway line that meets all the potential to become a major heavy rail freight route of European importance connecting the French harbours of Le Havre and Dunkirk, on the English channel, with Germany. Only 2 kilometres of track are missing and a few more need to be upgraded to reopen the 35 km-long Mons-Valenciennes section of the line and reap the benefits of directly connecting Northern France to Germany without having to make a detour through the busy Parisian basin. Furthermore, using EU support to upgrade a number of sections on this line, would increase its capacity and facilitate combined use for freight and passengers.

Amendment 808
Isabelle Durant

Proposal for a regulation
Annex I – Volume 11/33

Text proposed by the Commission

Amendment

To add the Mons-Liege section of the E42 motorway, connecting Lille (FR) with Cologne (DE) via Mons (BE), Charleroi (BE), Namur (BE) and Liège (BE) to the road core network

Or. en

Justification

The E42 axis already exists but is only included in the core network from Lille to Mons and from Liège to Cologne (which it reaches as E40). It is, however, the most direct link between Lille and Cologne, both in the core network, avoiding a detour through the highly congested Brussels ring motorway (RO).

Amendment 809

Erik Bánki, Ádám Kósa

Proposal for a regulation

Annex I – Volume 12/33

Text proposed by the Commission

Amendment

to add the ‘Győr-Pápa-Celldömölk’ and ‘Zalaszentiván-Nagykanizsa-Murakeresztúr’ sections of railway to the core rail network

Or. hu

Justification

The rail sections within Hungary of the extremely busy north-south transport axis (CETC-ROUTE65) which passes through five Member States (Sweden, Poland, Slovakia, Slovenia and Hungary) should be included in the TEN-T core network. The sections listed form part of the shortest distance by rail between a number of capital cities and ‘capital-Adriatic’. They also form part of the line connecting a number of Member States (Slovakia, Poland, Lithuania, Latvia and Estonia) and the Adriatic coast which skirts the Alps. The sections of the CETC-ROUTE65 rail axis which lie within several Member States form an integral part of the core network.

Amendment 810

Michael Cramer

Proposal for a regulation

Annex I – Volume 12/33

Text proposed by the Commission

Amendment

To add the rail connection Berlin - Karnin Brigde - Świnoujście to the

comprehensive network

Or. en

Justification

The section is of high strategic importance for achieving the objectives of the trans-European transport network policy. The infrastructure exists but has been in part abandoned. The potential for cross-border flows has been proven to be significant.

Amendment 811
Michael Cramer

Proposal for a regulation
Annex I – Volume 12/33

Text proposed by the Commission

Amendment

***To delete the connection Wiener Neustadt
- Bruck an der Mur - Graz from the rail
core network***

Or. en

Justification

The 2030 deadline defined for the implementation of the core network cannot be respected for this connection. Due to financial constraints Austria already had to postpone by three-years the funding for the Brenner base tunnel which it considers as more important than this connection. More efficient solutions shall therefore be chosen, such as the connection via Sopron and Szombathely where existing infrastructure can be used.

Amendment 812
Michael Cramer

Proposal for a regulation
Annex I – Volume 12/33

Text proposed by the Commission

Amendment

***To delete the Elbe from the inland
waterway core network***

Justification

Amendment 813
Michael Cramer

Proposal for a regulation
Annex I – Volume 12/33

Text proposed by the Commission

Amendment

***To add the railway line Wiener Neustadt –
Sopron – Szombathely – Koprivnica –
Zagreb – Kopr to the core network***

Or. en

Justification

Because the 2030 deadline defined for the implementation of the core network cannot be respected for the alternative connection between Wiener Neustadt and Graz, more efficient solutions shall therefore be chosen, such as the connection via Sopron and Szombathely where existing infrastructure can be used. This would also ensure that Croatia is integrated into the TEN-T.

Amendment 814
Michael Cramer

Proposal for a regulation
Annex I – Volume 12/33

Text proposed by the Commission

Amendment

***to add the rail connection, bridging
Colmar/FR with Freiburg/DE, to the
comprehensive network***

Or. en

Justification

Since World War II the railway bridge over the Rhine between Freiburg and Colmar was destroyed and up to now not rebuilt. This trans-border rail connection is a missing link between two important and very near nodes. The connection will restore important synergies between French and German railway axes.

Amendment 815
Michael Cramer

Proposal for a regulation
Annex I – Volume 12/33

Text proposed by the Commission

Amendment

To add the railway line Linz – Prague to the comprehensive network

Or. en

Amendment 816
Bogusław Liberadzki, Michael Cramer

Proposal for a regulation
Annex I – Volume 12/33

Text proposed by the Commission

Amendment

to add the connection Berlin - Küstrin-Kietz - Kostrzyn nad Odrą - Gdańsk to the rail comprehensive network

Or. en

Justification

The section is of high strategic importance for achieving the objectives of the trans-European transport network policy. Gdańsk and Berlin are defined as nodes of ANNEX II No.1a and a direct cross-border connection of these nodes is indispensable. In addition, Gdańsk is part of the list of maritime ports of Annex II No. 2.

Amendment 817
Bogusław Liberadzki, Michael Cramer

Proposal for a regulation
Annex I – Volume 12/33

Text proposed by the Commission

Amendment

***to add the connection Berlin - Forst
(Lausitz) - Wrocław to the rail core
network***

Or. en

Justification

The section is of high strategic importance for achieving the objectives of the trans-European transport network policy. Wrocław and Berlin are defined as nodes of ANNEX II No. 1a and a direct cross-border connection of these nodes is indispensable.

Amendment 818
Michael Cramer, Eva Lichtenberger

Proposal for a regulation
Annex I – Volume 12/33

Text proposed by the Commission

Amendment

***To delete the Danube from the inland
waterway core network***

Or. en

Justification

Amendment 819
Erik Bánki, Ádám Kósa

Proposal for a regulation

Annex I – Volume 13/33

Text proposed by the Commission

Amendment

to add the ‘Mosonmagyaróvár-Csorna-Szombathely-Nagykanizsa’ section of road to the core road network

Or. hu

Justification

The road sections within Hungary of the extremely busy north-south transport axis (CETC-ROUTE65) between the Baltic and the Adriatic, which passes through five Member States (Sweden, Poland, Slovakia, Slovenia and Hungary), should be included in the TEN-T core network. The sections listed form part of the shortest distance by road between a number of capital cities and ‘capital-Adriatic’. They form part of the route between a number of Member States (Slovakia, Poland, Lithuania, Latvia and Estonia) and the Adriatic coast which skirts the Alps. The road sections of CETC-ROUTE65, which lie within several Member States, form an integral part of the core network.

Amendment 820

Erik Bánki, Ádám Kósa

Proposal for a regulation

Annex I – Volume 13/33

Text proposed by the Commission

Amendment

to add the ‘Győr-Pápa-Celldömölk’ and ‘Zalaszentiván-Nagykanizsa-Murakeresztúr’ sections of railway to the core rail network

Or. hu

Justification

The rail sections within Hungary of the extremely busy north-south transport axis (CETC-ROUTE65) which passes through five Member States (Sweden, Poland, Slovakia, Slovenia and Hungary) should be included in the TEN-T core network. The sections listed form part of the shortest distance by rail between a number of capital cities and ‘capital-Adriatic’. They also form part of the line connecting a number of Member States (Slovakia, Poland, Lithuania, Latvia and Estonia) and the Adriatic coast which skirts the Alps. The sections of the CETC-ROUTE65 rail axis which lie within several Member States form an integral part

of the core network.

Amendment 821
Michael Cramer

Proposal for a regulation
Annex I – Volume 13/33

Text proposed by the Commission

Amendment

***to add the rail connection Berlin - Karnin
Brigde - Świnoujście to the
comprehensive network***

Or. en

Justification

The section is of high strategic importance for achieving the objectives of the trans-European transport network policy. The infrastructure exists but has been in part abandoned. The potential for cross-border flows has been proven to be significant.

Amendment 822
Michael Cramer

Proposal for a regulation
Annex I – Volume 13/33

Text proposed by the Commission

Amendment

***to add the rail connection, bridging
Colmar/FR with Freiburg/DE, to the
comprehensive network***

Or. en

Justification

Since World War II the railway bridge over the Rhine between Freiburg and Colmar was destroyed and up to now not rebuilt. This trans-border rail connection is a missing link between two important and very near nodes. The connection will restore important synergies between French and German railway axes.

Amendment 823
Michael Cramer, Eva Lichtenberger

Proposal for a regulation
Annex I – Volume 13/33

Text proposed by the Commission

Amendment

to delete the section of R52 between Brno and the border with Austria from the road core network

Or. en

Justification

R52 does not comply with the methodology for the core network (Art. 44). It is a duplicate road, parallel to the existing D2 motorway Brno – Břeclav – (Bratislava). Average distance between R52 and existing D2 between Brno and Břeclav is 15 km only. It is of local importance only (CS 2010 official census provided traffic intensity as low as 5 054 vehicles/day at the border segment). In addition, the R52 corridor has been already twice terminated by rulings of the Czech Supreme Administrative Court (last ruling in June 2012). It did not pass any SEA.

Amendment 824
Michael Cramer

Proposal for a regulation
Annex I – Volume 13/33

Text proposed by the Commission

Amendment

to delete the connection Wiener Neustadt - Bruck an der Mur - Graz from the rail core network

Or. en

Justification

The 2030 deadline defined for the implementation of the core network cannot be respected for this connection. Due to financial constraints Austria already had to postpone by three-years the funding for the Brenner base tunnel which it considers as more important than this

connection. More efficient solutions shall therefore be chosen, such as the connection via Sopron and Szombathely where existing infrastructure can be used.

Amendment 825
Michael Cramer

Proposal for a regulation
Annex I – Volume 13/33

Text proposed by the Commission

Amendment

To add the railway line Linz – Prague to the comprehensive network

Or. en

Amendment 826
Michael Cramer

Proposal for a regulation
Annex I – Volume 13/33

Text proposed by the Commission

Amendment

To add the railway line Passau - Freyung - Prague to the comprehensive network

Or. en

Justification

This connection used to be a essential and highly-frequented railway line in the past and should be reactivated

Amendment 827
Markus Ferber

Proposal for a regulation

Annex I – Volume 13/33

Text proposed by the Commission

Amendment

***to delete the sections Metz - Saarbrücken;
Saarbrücken - Mannheim; Mannheim -
Frankfurt; Frankfurt - Würzburg;
Würzburg - Nürnberg; Nürnberg -
Regensburg; Regensburg - Passau;
Passau - Wels from the rail core network***

Or. en

Amendment 828

Bogusław Liberadzki, Michael Cramer

Proposal for a regulation

Annex I – Volume 13/33

Text proposed by the Commission

Amendment

***to add the connection Berlin - Küstrin-
Kietz - Kostrzyn nad Odrą - Gdańsk to the
rail comprehensive network***

Or. en

Justification

The section is of high strategic importance for achieving the objectives of the trans-European transport network policy. Gdańsk and Berlin are defined as nodes of ANNEX II No. 1a and a direct cross-border connection of these nodes is indispensable. In addition, Gdańsk is part of the list of maritime ports of Annex II No. 2.

Amendment 829

Bogusław Liberadzki, Michael Cramer

Proposal for a regulation

Annex I – Volume 13/33

Text proposed by the Commission

Amendment

***to add the connection Berlin - Forst
(Lausitz) - Wrocław to the rail core***

network

Or. en

Justification

The section is of high strategic importance for achieving the objectives of the trans-European transport network policy. Wrocław and Berlin are defined as nodes of ANNEX II No. 1a and a direct cross-border connection of these nodes is indispensable.

Amendment 830
Oldřich Vlasák

Proposal for a regulation
Annex I – Volume 13/33

Text proposed by the Commission

Amendment

To include the D11 motorway (Prague–Hradec Králové), the R35/R55 expressways (Hradec Králové–Přerov) and the R43 expressway (Moravská Třebová–Brno) in the core network rather than the D1 motorway;

Or. cs

Amendment 831
Oldřich Vlasák

Proposal for a regulation
Annex I – Volume 13/33

Text proposed by the Commission

Amendment

To add the Ústí nad Labem–Dresden high-speed rail link to the comprehensive TEN-T network;

Or. cs

Amendment 832
Oldřich Vlasák

Proposal for a regulation
Annex I – Volume 13/33

Text proposed by the Commission

Amendment

To add Brno as a node in the core TEN-T network;

Or. cs

Justification

Brno is the only place in the Czech Republic where the two multimodal corridors – the Baltic–Adriatic Corridor and the Hamburg–Nicosia Corridor – intersect.

Amendment 833
Oldřich Vlasák

Proposal for a regulation
Annex I – Volume 13/33

Text proposed by the Commission

Amendment

To maintain the crossing of the two TEN-T core network corridors (the Baltic–Adriatic Corridor and the Hamburg–Nicosia Corridor) in the city of Brno;

Or. cs

Justification

Brno is the only place in the Czech Republic where these two multimodal corridors intersect.

Amendment 834
Oldřich Vlasák

Proposal for a regulation

Annex I – Volume 13/33

Text proposed by the Commission

Amendment

To modernise the existing Česká Kubice border station–Regensburg stretch within the core network;

Or. cs

**Amendment 835
Oldřich Vlasák**

**Proposal for a regulation
Annex I – Volume 13/33**

Text proposed by the Commission

Amendment

To reclassify the Plzeň–Cheb–Marktredwitz rail corridor as part of the comprehensive network or to define an exemption from the core network corridor requirements for the already completed Plzeň–Cheb railway section;

Or. cs

**Amendment 836
Oldřich Vlasák**

**Proposal for a regulation
Annex I – Volume 13/33**

Text proposed by the Commission

Amendment

To add the IV rail corridor and the Prague–Linz section of the D3 motorway to the core network;

Or. cs

Amendment 837
Oldřich Vlasák

Proposal for a regulation
Annex I – Volume 13/33

Text proposed by the Commission

Amendment

***To change the route of the Prague–
Wrocław rail corridor to include Mladá
Boleslav and Liberec;***

Or. cs

Amendment 838
Oldřich Vlasák

Proposal for a regulation
Annex I – Volume 13/33

Text proposed by the Commission

Amendment

***To add the Lovosice–Dresden high-speed
rail link to the comprehensive TEN-T
network;***

Or. cs

Amendment 839
Oldřich Vlasák, Olga Sehnalová, Libor Rouček

Proposal for a regulation
Annex I – Volume 13/33

Text proposed by the Commission

Amendment

***To transfer the Prague-Lovosice high-
speed rail link from the comprehensive to
the core TEN-T network;***

Or. cs

Justification

This link will speed up the cross-border connection of the Czech Republic with the western European high-speed rail network and thus achieve the Commission's objective of completing the core network by 2030. The completion of connections across Europe and the interconnection of primary urban nodes is in line with the methodology and constitutes one of the Commission's main priorities set out in the White Paper on Transport. The connection between Prague and Dresden will make it possible to connect the high-speed rail network in western Europe with another central European country. It forms part of the important European link between the capital cities of Berlin, Prague, Vienna, Bratislava and Budapest for both freight and passenger traffic.

Amendment 840

Oldřich Vlasák, Olga Sehnalová, Libor Rouček

Proposal for a regulation

Annex I – Volume 13/33

Text proposed by the Commission

Amendment

To add Karlovy Vary airport to the comprehensive TEN-T network;

Or. cs

Justification

Karlovy Vary airport is growing in importance in the context of cross-border air transport links to neighbouring EU countries and its development is in line with the methodology defined by the Commission Communication. Scheduled international air services operate from this airport, which has seen scheduled airline passenger movements grow by over 30% in the last two years. The airport is currently suitable also for category C aircraft.

Amendment 841

Oldřich Vlasák, Olga Sehnalová, Libor Rouček

Proposal for a regulation

Annex I – Volume 13/33

Text proposed by the Commission

Amendment

To transfer the Prague-Linz rail corridor from the comprehensive to the core TEN-

T network;

Or. cs

Justification

This cross-border rail link is currently part of TEN-T priority project No 22. At the same time it also meets methodological requirements, since it completes the link between the primary urban node Prague and primary urban nodes in the central European transport area and thus boosts both its own efficiency and the efficiency of these neighbouring multi-modal nodes. It also makes it possible to link the central European area with the Danube ports and the Adriatic seaports. At the same time it constitutes an important link between northern and southern Europe and channels international traffic flows along this route.

Amendment 842

Tanja Fajon

Proposal for a regulation

Annex I – Volume 13/33

Text proposed by the Commission

Amendment

to add a multimodal link (railway and road) between Ljubljana (SI) and Salzburg (AT) to the core network

Or. en

Justification

The new link should be added to the core network in order to connect two main nodes Munich (DE) and Ljubljana in line with the methodology for core network. This link is of utmost importance for proper development of the X. Pan European Corridor, connecting the Western Balkan countries, especially Croatia, to the central EU markets.

Amendment 843

Jelko Kacin

Proposal for a regulation

Annex I – Volume 13/33

Text proposed by the Commission

Amendment

To add the multimodal link (railway and road) between Ljubljana (SI) and Salzburg (AT) to the core network

Or. en

Justification

This link should be added to the core network in order to connect two main nodes Munich (DE) and Ljubljana in line with the methodology for core network. It is of utmost importance for the proper development of the X. Pan European Corridor, connecting the Western Balkan countries, especially Croatia, to the central EU markets.

Amendment 844
Erik Bánki, Ádám Kósa

Proposal for a regulation
Annex I – Volume 14/33

Text proposed by the Commission

Amendment

to add the ‘Győr-Pápa-Celldömölk’ and ‘Zalaszentiván-Nagykanizsa-Murakeresztúr’ sections of railway to the core rail network

Or. hu

Justification

The rail sections within Hungary of the extremely busy north-south transport axis (CETC-ROUTE65) which passes through five Member States (Sweden, Poland, Slovakia, Slovenia and Hungary) should be included in the TEN-T core network. The sections listed form part of the shortest distance by rail between a number of capital cities and ‘capital-Adriatic’. They also form part of the line connecting a number of Member States (Slovakia, Poland, Lithuania, Latvia and Estonia) and the Adriatic coast which skirts the Alps. The sections of the CETC-ROUTE65 rail axis which lie within several Member States form an integral part of the core network.

Amendment 845
Michael Cramer

Proposal for a regulation
Annex I – Volume 14/33

Text proposed by the Commission

Amendment

***to add the rail connection Berlin - Karnin
Brigde - Świnoujście to the
comprehensive network***

Or. en

Justification

The section is of high strategic importance for achieving the objectives of the trans-European transport network policy. The infrastructure exists but has been in part abandoned. The potential for cross-border flows has been proven to be significant.

Amendment 846
Michael Cramer

Proposal for a regulation
Annex I – Volume 14/33

Text proposed by the Commission

Amendment

***to add the railway line Wiener Neustadt –
Sopron – Szambathely – Koprivnica –
Zagreb – Kopr to the core network***

Or. en

Justification

Because the 2030 deadline defined for the implementation of the core network cannot be respected for the alternative connection between Wiener Neustadt and Graz, more efficient solutions shall therefore be chosen, such as the connection via Sopron and Szombathely where existing infrastructure can be used. This would also ensure that Croatia is integrated into the TEN-T.

Amendment 847
Bogusław Liberadzki, Michael Cramer

Proposal for a regulation
Annex I – Volume 14/33

Text proposed by the Commission

Amendment

to add the connection Berlin - Küstrin-Kietz - Kostrzyn nad Odrą - Gdańsk to the rail comprehensive network

Or. en

Justification

The section is of high strategic importance for achieving the objectives of the trans-European transport network policy. Gdańsk and Berlin are defined as nodes of ANNEX II No.1a and a direct cross-border connection of these nodes is indispensable. In addition, Gdańsk is part of the list of maritime ports of Annex II No. 2.

Amendment 848
Bogusław Liberadzki, Michael Cramer

Proposal for a regulation
Annex I – Volume 14/33

Text proposed by the Commission

Amendment

to add the connection Berlin - Forst (Lausitz) - Wrocław to the rail core network

Or. en

Justification

The section is of high strategic importance for achieving the objectives of the trans-European transport network policy. Wrocław and Berlin are defined as nodes of ANNEX II No.1a and a direct cross-border connection of these nodes is indispensable.

Amendment 849
Bogusław Liberadzki, Michael Cramer

Proposal for a regulation
Annex I – Volume 14/33

Text proposed by the Commission

Amendment

to add the connection Berlin - Szczecin to the rail core network

Or. en

Justification

The rail section Berlin-Szczecin should be included in the core network because of its strategic importance for TransEuropean transport flows and multimodal connections between Germany and Poland. This inclusion is fully in line with the TEN-T methodology. Furthermore, Szczecin and Berlin are defined as urban nodes in ANNEX II No.1a and Swinoujście and Szczecin are defined as maritime ports of ANNEX II No.2. The project can be completed by the 2030 deadline defined in Article 46 of the TEN-T proposal as the rail line will be electrified by 2020.

Amendment 850

Bogusław Liberadzki, Norbert Glante, Christian Ehler, Helmut Scholz, Marek Józef Gróbarczyk, Sławomir Witold Nitras, Joachim Zeller, Dieter-Lebrecht Koch

Proposal for a regulation
Annex I – Volume 14/33

Text proposed by the Commission

Amendment

to add the connection Berlin - Szczecin as rail and road core network section

Or. en

Justification

The section is according to Article 44 of the TEN-T proposal part of the comprehensive network which is of high strategic importance for achieving the objectives of the trans-European transport network policy. Szczecin and Berlin are defined as nodes of ANNEX II No.1a, Swinoujście and Szczecin are defined as maritime ports of ANNEX II No.2. The inclusion into the core network is fully in accordance with the TEN-T methodology and allows a multimodal connection (rail, road, inland waterway) instead of a connection only via inland waterways. Additionally it complies with the requirements of Article 46 of the TEN-T proposal to complete the core network by 2030 at the latest: The motorway Berlin - Szczecin

is already in operation, the rail line is planned to be electrified by 2020.

Amendment 851
Oldřich Vlasák

Proposal for a regulation
Annex I – Volume 14/33

Text proposed by the Commission

Amendment

To include the D11 motorway (Prague–Hradec Králové), the R35/R55 expressways (Hradec Králové–Přerov) and the R43 expressway (Moravská Třebová–Brno) in the core network rather than the D1 motorway;

Or. cs

Amendment 852
Oldřich Vlasák

Proposal for a regulation
Annex I – Volume 14/33

Text proposed by the Commission

Amendment

To add the Ústí nad Labem–Dresden high speed-rail link to the comprehensive TEN-T network;

Or. cs

Amendment 853
Oldřich Vlasák

Proposal for a regulation
Annex I – Volume 14/33

Text proposed by the Commission

Amendment

To add Brno as a node in the core TEN-T

network;

Or. cs

Justification

Brno is the only place in the Czech Republic where the two multimodal corridors – the Baltic–Adriatic Corridor and the Hamburg–Nicosia Corridor – intersect.

Amendment 854
Oldřich Vlasák

Proposal for a regulation
Annex I – Volume 14/33

Text proposed by the Commission

Amendment

To maintain the crossing of the two TEN-T core network corridors (the Baltic–Adriatic Corridor and the Hamburg–Nicosia Corridor) in the city of Brno;

Or. cs

Justification

Brno is the only place in the Czech Republic where these two multimodal corridors intersect.

Amendment 855
Oldřich Vlasák

Proposal for a regulation
Annex I – Volume 14/33

Text proposed by the Commission

Amendment

To modernise the existing Česká Kubice border station–Regensburg stretch within the core network;

Or. cs

Amendment 856
Oldřich Vlasák

Proposal for a regulation
Annex I – Volume 14/33

Text proposed by the Commission

Amendment

*To reclassify the Plzeň–Cheb–
Marktredwitz rail corridor as part of the
comprehensive network or to define an
exemption from the core network corridor
requirements for the already completed
Plzeň–Cheb railway section;*

Or. cs

Amendment 857
Oldřich Vlasák

Proposal for a regulation
Annex I – Volume 14/33

Text proposed by the Commission

Amendment

*To add the IV rail corridor and the
Prague–Linz section of the D3 motorway
to the core network;*

Or. cs

Amendment 858
Oldřich Vlasák

Proposal for a regulation
Annex I – Volume 14/33

Text proposed by the Commission

Amendment

*To change the route of the Prague–
Wrocław rail corridor to include Mladá
Boleslav and Liberec;*

Or. cs

Amendment 859
Oldřich Vlasák

Proposal for a regulation
Annex I – Volume 14/33

Text proposed by the Commission

Amendment

To add the Lovosice–Dresden high-speed rail link to the comprehensive TEN-T network;

Or. cs

Amendment 860
Oldřich Vlasák, Olga Sehnalová, Libor Rouček

Proposal for a regulation
Annex I – Volume 14/33

Text proposed by the Commission

Amendment

To transfer the Prague-Lovosice high-speed rail link from the comprehensive to the core TEN-T network;

Or. cs

Justification

This link will speed up the cross-border connection of the Czech Republic with the western European high-speed rail network and thus achieve the Commission's objective of completing the core network by 2030. The completion of connections across Europe and the interconnection of primary urban nodes is in line with the methodology and constitutes one of the Commission's main priorities set out in the White Paper on Transport. The connection between Prague and Dresden will make it possible to connect the high-speed rail network in western Europe with another central European country. It forms part of the important European link between the capital cities of Berlin, Prague, Vienna, Bratislava and Budapest for both freight and passenger traffic.

Amendment 861
Oldřich Vlasák, Olga Sehnalová, Libor Rouček

Proposal for a regulation
Annex I – Volume 14/33

Text proposed by the Commission

Amendment

To add Karlovy Vary airport to the comprehensive TEN-T network;

Or. cs

Justification

Karlovy Vary airport is growing in importance in the context of cross-border air transport links to neighbouring EU countries and its development is in line with the methodology defined by the Commission Communication. Scheduled international air services operate from this airport, which has seen scheduled airline passenger movements grow by over 30% in the last two years. The airport is currently suitable also for category C aircraft.

Amendment 862
Oldřich Vlasák, Olga Sehnalová, Libor Rouček

Proposal for a regulation
Annex I – Volume 14/33

Text proposed by the Commission

Amendment

To transfer the Prague-Linz rail corridor from the comprehensive to the core TEN-T network;

Or. cs

Justification

This cross-border rail link is currently part of TEN-T priority project No 22. At the same time it also meets methodological requirements, since it completes the link between the primary urban node Prague and primary urban nodes in the central European transport area and thus boosts both its own efficiency and the efficiency of these neighbouring multi-modal nodes. It also makes it possible to link the central European area with the Danube ports and the Adriatic seaports. At the same time it constitutes an important link between northern and southern Europe and channels international traffic flows along this route.

Amendment 863
Bogdan Kazimierz Marcinkiewicz, Ryszard Antoni Legutko

Proposal for a regulation
Annex I – Volume 14/33

Text proposed by the Commission

Amendment

***To add the Oder Waterway (Ostrava –
Opole – Wrocław – Frankfurt am Oder –
Szczecin) to the core network***

Or. en

Amendment 864
Tomasz Piotr Poręba

Proposal for a regulation
Annex I – Volume 15/33

Text proposed by the Commission

Amendment

***To include the whole Via Carpathia Road
(Thessaloniki, Sofia, Calfat, Lugoj,
Timișoara, Oradea, Debrecen, Miskolc,
Košice, Rzeszów, Lublin, Białystok,
Kaunas, Klaipėda) in the road core
network.***

Or. en

Amendment 865
Bogusław Liberadzki, Michael Cramer

Proposal for a regulation
Annex I – Volume 15/33

Text proposed by the Commission

Amendment

***to add the connection Berlin - Szczecin to
the rail core network***

Or. en

Justification

The rail section Berlin-Szczecin should be included in the core network because of its strategic importance for TransEuropean transport flows and multimodal connections between Germany and Poland. This inclusion is fully in line with the TEN-T methodology. Furthermore, Szczecin and Berlin are defined as urban nodes in ANNEX II No.1a and Swinoujście and Szczecin are defined as maritime ports of ANNEX II No.2. The project can be completed by the 2030 deadline defined in Article 46 of the TEN-T proposal as the rail line will be electrified by 2020.

Amendment 866

Bogusław Liberadzki, Norbert Glante, Christian Ehler, Helmut Scholz, Marek Józef Gróbarczyk, Sławomir Witold Nitras, Joachim Zeller, Dieter-Lebrecht Koch

Proposal for a regulation

Annex I – Volume 15/33

Text proposed by the Commission

Amendment

to add the connection Berlin - Szczecin as rail and road core network section

Or. en

Justification

The section is according to Article 44 of the TEN-T proposal part of the comprehensive network which is of high strategic importance for achieving the objectives of the trans-European transport network policy. Szczecin and Berlin are defined as nodes of ANNEX II No.1a, Swinoujście and Szczecin are defined as maritime ports of ANNEX II No.2. The inclusion into the core network is fully in accordance with the TEN-T methodology and allows a multimodal connection (rail, road, inland waterway) instead of a connection only via inland waterways. Additionally it complies with the requirements of Article 46 of the TEN-T proposal to complete the core network by 2030 at the latest: The motorway Berlin - Szczecin is already in operation, the rail line is planned to be electrified by 2020.

Amendment 867

Erik Bánki, Ádám Kósa

Proposal for a regulation

Annex I – Volume 15/33

Text proposed by the Commission

Amendment

to add the ‘Mosonmagyaróvár-Csorna-Szombathely-Nagykanizsa’ section of road to the core road network

Or. hu

Justification

The road sections within Hungary of the extremely busy north-south transport axis (CETC-ROUTE65) between the Baltic and the Adriatic, which passes through five Member States (Sweden, Poland, Slovakia, Slovenia and Hungary), should be included in the TEN-T core network. The sections listed form part of the shortest distance by road between a number of capital cities and ‘capital-Adriatic’. They form part of the route between a number of Member States (Slovakia, Poland, Lithuania, Latvia and Estonia) and the Adriatic coast which skirts the Alps. The road sections of CETC-ROUTE65, which lie within several Member States, form an integral part of the core network.

Amendment 868

Erik Bánki, Ádám Kósa

Proposal for a regulation

Annex I – Volume 15/33

Text proposed by the Commission

Amendment

to add the ‘Győr-Pápa-Celldömölk’ and ‘Zalaszentiván-Nagykanizsa-Murakeresztúr’ sections of railway to the core rail network

Or. hu

Justification

The rail sections within Hungary of the extremely busy north-south transport axis (CETC-ROUTE65) which passes through five Member States (Sweden, Poland, Slovakia, Slovenia and Hungary) should be included in the TEN-T core network. The sections listed form part of the shortest distance by rail between a number of capital cities and ‘capital-Adriatic’. They also form part of the line connecting a number of Member States (Slovakia, Poland, Lithuania, Latvia and Estonia) and the Adriatic coast which skirts the Alps. The sections of the CETC-ROUTE65 rail axis which lie within several Member States form an integral part

of the core network.

Amendment 869
Michael Cramer

Proposal for a regulation
Annex I – Volume 15/33

Text proposed by the Commission

Amendment

***to add the rail connection Berlin - Karnin
Brigde - Świnoujście to the
comprehensive network***

Or. en

Justification

The section is of high strategic importance for achieving the objectives of the trans-European transport network policy. The infrastructure exists but has been in part abandoned. The potential for cross-border flows has been proven to be significant.

Amendment 870
Michael Cramer

Proposal for a regulation
Annex I – Volume 15/33

Text proposed by the Commission

Amendment

***To add the railway line Passau - Freyung
- Prague to the comprehensive network***

Or. en

Justification

This connection used to be a essential and highly-frequented railway line in the past and should be reactivated

Amendment 871
Michael Cramer, Eva Lichtenberger

Proposal for a regulation
Annex I – Volume 15/33

Text proposed by the Commission

Amendment

to delete the connection using R52 from Brno to south from the road core network in order to avoid duplication in the road core network

Or. en

Justification

R52 does not comply with the methodology for the core network (Art. 44). It is a duplicate road, parallel to the existing D2 motorway Brno – Břeclav – (Bratislava). Average distance between R52 and existing D2 between Brno and Břeclav is 15 km only. Its is of local importance only (CS 2010 official census provided traffic intensity as low as 5 054 vehicles/day at the border segment). In addition, the R52 corridor has been already twice terminated by rulings of the Czech Supreme Administrative Court (last ruling in June 2012). It did not pass any SEA.

Amendment 872
Bogusław Liberadzki, Michael Cramer

Proposal for a regulation
Annex I – Volume 15/33

Text proposed by the Commission

Amendment

to add the connection Berlin - Küstrin-Kietz - Kostrzyn nad Odrą - Gdańsk to the rail comprehensive network

Or. en

Justification

The section is of high strategic importance for achieving the objectives of the trans-European transport network policy. Gdańsk and Berlin are defined as nodes of ANNEX II No. 1a and a direct cross-border connection of these nodes is indispensable. In addition, Gdańsk is part of the list of maritime ports of Annex II No. 2.

Amendment 873
Bogusław Liberadzki, Michael Cramer

Proposal for a regulation
Annex I – Volume 15/33

Text proposed by the Commission

Amendment

***to add the connection Berlin - Forst
(Lausitz) - Wrocław to the rail core
network***

Or. en

Justification

The section is of high strategic importance for achieving the objectives of the trans-European transport network policy. Wrocław and Berlin are defined as nodes of ANNEX II No. 1a and a direct cross-border connection of these nodes is indispensable.

Amendment 874
Luis de Grandes Pascual, Inés Ayala Sender, Francisco José Millán Mon, Carmen Fraga Estévez, Antolín Sánchez Presedo

Proposal for a regulation
Annex I – Volume 16/33

Text proposed by the Commission

Amendment

add the port of Vigo to the core network

Or. es

Justification

Vigo is the busiest port in the world in terms of fishing traffic. Fishing deserves special treatment, since the EU has its own dedicated fisheries policy, a Commissioner for fisheries and an agency based in Vigo. Furthermore, the new motorway of the sea, which starts in Vigo, will be opening soon. If this amendment is adopted, the corresponding changes will need to be made to Volume 17/33 of Annex I.

Amendment 875

Luis de Grandes Pascual, Inés Ayala Sender, Ricardo Cortés Lastra

Proposal for a regulation

Annex I – Volume 16/33

Text proposed by the Commission

Amendment

add the port of Santander to the core network

Or. es

Justification

The port of Santander is strategically important for the surrounding region. It ought to be included in the core network in line with the amendment to Article 24.

Amendment 876

Luis de Grandes Pascual, Inés Ayala Sender, Gabriel Mato Adrover, Juan Fernando López Aguilar

Proposal for a regulation

Annex I – Volume 16/33

Text proposed by the Commission

Amendment

add the port of Santa Cruz de Tenerife to the core network

Or. es

Justification

The port of Santa Cruz de Tenerife is linked to the city of Santa Cruz de Tenerife, which is being proposed as an urban node as it has more than one million inhabitants. If this amendment is adopted, the corresponding changes will need to be made to Volume 17/33 of Annex I.

Amendment 877

Luis de Grandes Pascual, Inés Ayala Sender, Francisco José Millán Mon, Carmen Fraga Estévez, Eva Ortiz Vilella, Rosa Estaràs Ferragut, Antonio López-Istúriz White, Gabriel Mato Adrover, Antolín Sánchez Presedo, Josefa Andrés Barea, Andres Perello

Rodriguez, Juan Fernando López Aguilar, Teresa Riera Madurell

Proposal for a regulation
Annex I – Volume 16/33

Text proposed by the Commission

Amendment

add the following sea ports to the comprehensive network:

- Marín y Ría de Pontevedra***
- Vilagarcía de Arousa***
- Gandía***
- Alcudía***
- Guía de Isora***
- Salinetas***
- Arinaga***

Or. es

Justification

All these ports are strategically important for their respective regions. They ought to be included in the comprehensive network in line with the amendment to Article 24. If this amendment is adopted, the corresponding changes will need to be made to Volume 17/33 of Annex I.

Amendment 878

Luis de Grandes Pascual, Inés Ayala Sender, Francisco José Millán Mon, Carmen Fraga Estévez, Salvador Garriga Polledo, Carlos José Iturgaiz Angulo, Veronica Lope Fontagné, Santiago Fisas Aixela, Alejo Vidal-Quadras, Cristina Gutiérrez-Cortines, Pilar Ayuso, Teresa Jiménez-Becerril Barrio, Pilar del Castillo Vera, María Auxiliadora Correa Zamora, Agustín Díaz de Mera García Consuegra, Eva Ortiz Vilella, Antonio Masip Hidalgo, María Muñiz De Urquiza, Antolín Sánchez Presedo, Sergio Gutiérrez Prieto, Miguel Angel Martínez Martínez, Carmen Romero López, Alejandro Cercas, Josefa Andrés Barea, Andres Perello Rodriguez, Maria Badia i Cutchet, Raimon Obiols, Iratxe García Pérez, Ricardo Cortés Lastra

Proposal for a regulation

Text proposed by the Commission

Amendment

add the following multimodal platforms to the comprehensive network:

- Pontevedra***
- Zalia***
- Torrelavega***
- Júndiz***
- Monzón***
- El Vallés***
- El Prat***
- El Gorguel***
- Ciudad Real***
- Albacete***
- San Roque***
- Mérida***
- Ponferrada/El Bierzo***
- Castellón***
- Alicante***
- Benavente***
- Zamora***
- Miranda de Ebro***
- Burgos***
- Palencia***
- Área Central***
- Aranda de Duero***
- Soria***
- Arévalo***
- Ávila***
- Segovia***

Or. es

Justification

All these logistic platforms are needed for the regional distribution of freight. They are vital to the economy of the area. If this amendment is adopted, the corresponding changes will need to be made to Volume 17/33 of Annex I.

Amendment 879

Luis de Grandes Pascual, Inés Ayala Sender, Teresa Jiménez-Becerril Barrio, Pilar del Castillo Vera, Veronica Lope Fontagné, Esther Herranz García, Agustín Díaz de Mera García Consuegra, Salvador Garriga Polledo, Juan Andrés Naranjo Escobar, Alejo Vidal-Quadras, Pablo Arias Echeverría, José Ignacio Salafranca Sánchez-Neyra, María Auxiliadora Correa Zamora, Pilar Ayuso, Alejandro Cercas, Ricardo Cortés Lastra, Enrique Guerrero Salom, María Irigoyen Pérez, Emilio Menéndez del Valle, Iratxe García Pérez, Antonio Masip Hidalgo, María Muñoz De Urquiza, Carmen Romero López, Miguel Angel Martínez Martínez, Sergio Gutiérrez Prieto, Dolores García-Hierro Caraballo

Proposal for a regulation

Annex I – Volume 16/33

Text proposed by the Commission

Amendment

add the following rail freight transport sections to the core network:

- Almería – Málaga – Algeciras (along the coast)***
- Granada – Motril***
- Castejón – Logroño – Miranda***
- León – Gijón / Avilés***
- Palencia – Santander***
- Madrid – Cáceres – Mérida***
- Mérida – Badajoz – Portuguese border***
- Mora – Ciudad Real – Mérida***

Or. es

Justification

All these sections fit in with the need to balance out the rail network to provide access to major manufacturing centres.

Amendment 880

Luis de Grandes Pascual, Inés Ayala Sender, Veronica Lope Fontagné

Proposal for a regulation

Annex I – Volume 16/33

Text proposed by the Commission

Amendment

add the following rail passenger and freight transport section to the core network:

– Zaragoza – Huesca – Central Pyrenees Crossing ('Travesía Central')

Or. es

Justification

The proposed section is included in Priority Project 16. Studies co-financed by the Commission are currently being carried out, so it seems logical that it should continue to be part of the core network. Furthermore, the fact that a border crossing point is involved clearly gives this section European added value. It also meets the objectives of this Regulation.

Amendment 881

Luis de Grandes Pascual, Inés Ayala Sender, María Auxiliadora Correa Zamora, Teresa Jiménez-Becerril Barrio, Pilar del Castillo Vera, Agustín Díaz de Mera García Consuegra, Salvador Garriga Polledo, Francisco José Millán Mon, Carmen Fraga Estévez, Santiago Fisas Ayxela, Alejo Vidal-Quadras, Juan Andrés Naranjo Escobar, Pablo Arias Echeverría, José Ignacio Salafranca Sánchez-Neyra, Veronica Lope Fontagné, Alejandro Cercas, Carmen Romero López, Ricardo Cortés Lastra, Antonio Masip Hidalgo, María Muñiz De Urquiza, Antolín Sánchez Presedo, Maria Badia i Cutchet, Raimon Obiols, Enrique Guerrero Salom, María Irigoyen Pérez, Emilio Menéndez del Valle, Iratxe García Pérez, Sergio Gutiérrez Prieto, Miguel Angel Martínez Martínez, Dolores García-Hierro Caraballo

Proposal for a regulation

Annex I – Volume 16/33

Text proposed by the Commission

Amendment

add the following rail freight transport sections to the comprehensive network:

– Almorchón – Córdoba

- Ávila – Salamanca*
- Santander – Oviedo – El Ferrol*
- León – Zamora – Salamanca – Plasencia*
- Lleida – Manresa – Barcelona*
- Los Rosales – Zafra*
- Madrid – Burgos*
- Torralba – Soria – Castejón*

Or. es

Justification

All these sections fit in with the need to balance out the rail network to provide access to regional manufacturing centres.

Amendment 882
Ana Miranda

Proposal for a regulation
Annex I – Volume 16/33

Text proposed by the Commission

Amendment

To add the Ports of Vilagarcía de Arousa and Marín-Ría de Pontevedra (Galicia) to the comprehensive network

Or. en

Justification

It is necessary to include all the general ports in Spain in the Comprehensive Network to increase the territorial maritime integrated cooperation, connection and cohesion.

Amendment 883
Ana Miranda

Proposal for a regulation

Annex I – Volume 16/33

Text proposed by the Commission

Amendment

To add the Port of Vigo to the core network

Or. en

Justification

It is necessary to include the port of Vigo in the Core Network; in Galicia, it is the biggest port in Europe with regard to fishing captures for human consumption. Vigo is the departure port of the Motorway of the Sea that will connect Algeciras (for African maritime traffic), Nantes, Saint-Nazare and Le Havre (for north-European maritime traffic). The port of Vigo contains a container lo-lo terminal, the second most important in the peninsular Atlantic Arc.

Amendment 884
Ramon Tremosa i Balcells

Proposal for a regulation
Annex I – Volume 16/33

Text proposed by the Commission

Amendment

To add the route Lorca – Granada to the rail comprehensive network and to the rail core network (freight)

Or. en

Justification

This branch was operational until 1982 and still exists nowadays. The distance between Valencia and Algeciras through this branch is reduced in 100km than through Almeria.

Amendment 885
Ramon Tremosa i Balcells

Proposal for a regulation

Annex I – Volume 16/33

Text proposed by the Commission

Amendment

To add the route Almeria – Motril – Malaga – Algeciras to the comprehensive network and to the rail core network (freight)

Or. en

Justification

The route Almeria-Algeciras through the coast is the unique way between Valencia and Algeciras accomplishing the EC guidelines in rail freight, especially in steep ramps, as the line Almeria-Granada-Algeciras has many 20-30 per thousand ramps. This route is also 120 km shorter than the one going through Granada. Malaga should be included as a node of the Core Network, along with its seaport and airport, since its urban agglomeration is well over one million inhabitants (as the INE, data provider of the Eurostat, confirmed)

Amendment 886
Nuno Teixeira

Proposal for a regulation
Annex I – Volume 16/33

Text proposed by the Commission

Amendment

Add the maritime port of Funchal to the core network

Or. pt

Justification

The outermost regions, which include Madeira and which are explicitly referred to in Articles 349 and 355 TFEU, have natural physical characteristics that affect their economic development and integration into the Union's internal market. Including the maritime port of Funchal is therefore essential for growth and for the development of cruise tourism, which will have a multiplier effect on the whole of Madeira's economy. Cruise tourism is blossoming on the island of Madeira, and Funchal is currently Portugal's main tourist port for cruise passengers.

Amendment 887

Inés Ayala Sender, Josefa Andrés Barea, Andres Perello Rodriguez, Carmen Romero López, Antolín Sánchez Presedo, Juan Fernando López Aguilar

**Proposal for a regulation
Annex I – Volume 17/33**

Text proposed by the Commission

Amendment

add the following airports to the core network:

- Alicante***
- Gran Canaria***
- Málaga***
- Tenerife South ('Tenerife Sur')***
- Tenerife North ('Tenerife Norte')***
- Santiago de Compostela***

Or. es

Justification

Los aeropuertos de Alicante, Gran Canaria, Málaga y Tenerife Sur tienen un tráfico de pasajeros superior al 1% del total de la Unión y tiene una importancia estratégica para sus regiones y para el sector turístico. Entre los cuarenta principales aeropuertos de la Unión por volumen de pasajeros, los únicos excluidos de la red básica son aeropuertos con gran volumen turístico. El aeropuerto de Santiago de Compostela es el de referencia para la zona NUTS 1 en que se encuentra. En coherencia con la metodología de la Comisión para puertos, el menos un aeropuerto por NUTS 1 debería incorporarse a la red básica. El aeropuerto de Tenerife Norte se incluye en coherencia con la propuesta de convertir Santa Cruz de Tenerife en nodo urbano. Es enmienda es una mejora de la enmienda 73 del ponente.

Amendment 888

Luis de Grandes Pascual, Inés Ayala Sender, Cristina Gutiérrez-Cortines, Santiago Fisas Ayxela, Alejo Vidal-Quadras, Veronica Lope Fontagné, Esther Herranz García, Pilar Ayuso, Teresa Jiménez-Becerril Barrio, Pilar del Castillo Vera, Maria Badia i Cutchet, Raimon Obiols, Miguel Angel Martínez Martínez, Sergio Gutiérrez Prieto

Proposal for a regulation

Annex I – Volume 17/33

Text proposed by the Commission

Amendment

add the following airports to the comprehensive network:

- Murcia/Corvera***
- Lleida***
- Huesca/Pirineos***
- Logroño***
- Albacete***
- Córdoba***

Or. es

Justification

All these airports are strategically important for their respective regions and ought to be included in the comprehensive network.

Amendment 889

Luis de Grandes Pascual, Inés Ayala Sender, Eva Ortiz Vilella, Josefa Andrés Barea

Proposal for a regulation

Annex I – Volume 17/33

Text proposed by the Commission

Amendment

add the airport of Castellón to the comprehensive network

Or. es

Justification

Castellón airport is strategically important for the region in which it is located and ought to be included in the comprehensive network.

Amendment 890

Luis de Grandes Pascual, Inés Ayala Sender, Pilar Ayuso, Agustín Díaz de Mera García

Consuegra, Teresa Jiménez-Becerril Barrio, Pilar del Castillo Vera, Cristina Gutiérrez-Cortines, Carmen Fraga Estévez, Francisco José Millán Mon, Veronica Lope Fontagné, Sergio Gutiérrez Prieto, Miguel Angel Martínez Martínez, Iratxe García Pérez, Antolín Sánchez Presedo, Carmen Romero López

**Proposal for a regulation
Annex I – Volume 17/33**

Text proposed by the Commission

Amendment

add the following multimodal platforms to the core network:

– Alcázar de San Juan

– León

– Antequera

– Murcia

– Valladolid

– Vigo

– Zaragoza

Or. es

Justification

The Commission's methodology provides for just one interior multimodal platform (León) in a very large NUTS 1 area.. Vigo has major potential as a future motorway of the sea and logistics centre for the automotive and fishing industries. The Alcázar de San Juan, León, Antequera, Murcia, Valladolid and Zaragoza platforms have already been included in the Council's general agreement. If this amendment is adopted, the corresponding changes will need to be made to Volume 17/33 of Annex I.

Amendment 891

Luis de Grandes Pascual, Inés Ayala Sender, Pilar del Castillo Vera, Juan Andrés Naranjo Escobar, Alejo Vidal-Quadras, Pablo Arias Echeverría, José Ignacio Salafranca Sánchez-Neyra, Pilar Ayuso, Cristina Gutiérrez-Cortines, Teresa Jiménez-Becerril Barrio, Salvador Garriga Polledo, Carlos José Iturgaiz Angulo, Francisco José Millán Mon, Carmen Fraga Estévez, Veronica Lope Fontagné, Esther Herranz García, Agustín Díaz de Mera García Consuegra, Eva Ortiz Vilella, María Auxiliadora Correa Zamora, Carmen Romero López, Antonio Masip Hidalgo, María Muñoz De Urquiza, Sergio Gutiérrez Prieto, Miguel Angel Martínez Martínez, Antolín Sánchez Presedo, Ricardo Cortés Lastra, Enrique Guerrero Salom, María Irigoyen Pérez, Emilio Menéndez del Valle, Iratxe García Pérez, Josefa Andrés Barea, Andres Perello

Text proposed by the Commission

Amendment

add the following rail passenger transport sections to the core network:

- Madrid – Toledo***
- Madrid – Alcázar – Albacete – Murcia***
- Almería – Málaga – Algeciras (along the coast)***
- Avilés – Oviedo***
- Bilbao – Santander – Oviedo – El Ferrol – A Coruña***
- Castejón – Logroño – Miranda***
- Mora – Alcázar – Linares – Moreda/Jaén/Córdoba***
- Ourense – Vigo (via Cercedo)***
- Ourense – Monforte – Lugo – A Coruña***
- Palencia – Santander***
- Segovia – Ávila***
- Sevilla – Cádiz***
- Sevilla – Huelva – Portuguese border***
- Valencia – Alicante (along the coast)***
- Motilla – Albacete – La Encina***
- Santiago – Vigo – Portuguese border***
- Granada – Motril***
- Antequera – Málaga***
- Madrid – Ávila – Salamanca***
- León – Monforte***
- Torralba – Soria – Castejón***
- Plasencia – León – Gijón***

Or. es

Justification

All these sections fit in with the need to balance out the rail network to provide access to all major population centres.

Amendment 892

Luis de Grandes Pascual, Inés Ayala Sender, Cristina Gutiérrez-Cortines, Santiago Fisas Aixela, Alejo Vidal-Quadras, Eva Ortiz Vilella, Teresa Jiménez-Becerril Barrio, Pilar del Castillo Vera, María Auxiliadora Correa Zamora, Juan Andrés Naranjo Escobar, Pablo Arias Echeverría, José Ignacio Salafranca Sánchez-Neyra, Agustín Díaz de Mera García Consuegra, Maria Badia i Cutchet, Raimon Obiols, Josefa Andrés Barea, Andres Perello Rodriguez, Alejandro Cercas, Carmen Romero López, Enrique Guerrero Salom, María Irigoyen Pérez, Emilio Menéndez del Valle, Iratxe García Pérez, Dolores García-Hierro Caraballo

Proposal for a regulation

Annex I – Volume 17/33

Text proposed by the Commission

Amendment

add the following rail passenger transport sections to the comprehensive network:

- Almendricos – Águilas***
- Barcelona – Massanet***
- Barcelona – Puigcerdá***
- Játiva – Alcoy***
- Lleida – Manresa – Barcelona***
- Los Rosales – Zafra***
- Madrid – Burgos***
- Villalba – Segovia***

Or. es

Justification

All these sections fit in with the need to balance out the rail network to provide access for people in the regions.

Amendment 893

Inés Ayala Sender, Ricardo Cortés Lastra, Iratxe García Pérez, Maria Badia i Cutchet,

Raimon Obiols, Sergio Gutiérrez Prieto, Miguel Angel Martínez Martínez, Antonio Masip Hidalgo, María Muñoz De Urquiza, Alejandro Cercas, Carmen Romero López, Antolín Sánchez Presedo

**Proposal for a regulation
Annex I – Volume 17/33**

Text proposed by the Commission

Amendment

add the following high-quality road sections to the core network:

– Santander – Aguilar de Campoo – Palencia/Burgos

– Vitoria – Alasua – Pamplona – Jaca – Huesca – Lleida – Tarragona

– Atalaya del Cañavate – Albacete – Murcia

– Benavente – Verín – Ourense – Vigo

– Gijón – Oviedo – León – Benavente – Zamora – Salamanca – Cáceres – Zafra – Sevilla

-Oviedo-La espina– Ponferrada

Or. es

Justification

All these sections fit in with the need to complete the road network to provide access to major manufacturing and population centres.

Amendment 894

Luis de Grandes Pascual, Inés Ayala Sender, Agustín Díaz de Mera García Consuegra, Francisco José Millán Mon, Carmen Fraga Estévez, Esther Herranz García, Pablo Zalba Bidegain, Pilar Ayuso, Veronica Lope Fontagné, María Auxiliadora Correa Zamora, Teresa Jiménez-Becerril Barrio, Pilar del Castillo Vera, Cristina Gutiérrez-Cortines, Eva Ortiz Vilella, Santiago Fisas Ayxela, Alejo Vidal-Quadras, Iratxe García Pérez, Antolín Sánchez Presedo, Sergio Gutiérrez Prieto, Miguel Angel Martínez Martínez, Alejandro Cercas, Carmen Romero López, Josefa Andrés Barea, Andres Perello Rodriguez, Maria Badia i Cutchet, Raimon Obiols

Proposal for a regulation

add the following high-quality road sections to the comprehensive network:

- Valladolid – Aranda de Duero – Soria***
- Ourense – Santiago***
- Ourense – Guntín***
- Ponferrada – Ourense***
- Monforte – Chantada***
- Astorga – León – Burgos***
- Burgos – Logroño – Pamplona***
- Ávila – Salamanca***
- León – Valladolid***
- Segovia – Valladolid***
- Ávila – Maqueda – Toledo – Ocaña – Tarancón – Cuenca – Teruel***
- Alfajarín – Fraga***
- Catalayud – Daroca***
- Alcolea del Pinar – Monreal del Campo***
- Badajoz – Zafra – Córdoba – Baena – Granada***
- Huelva – Jabugo – Zafra***
- Estepa – Lucena – Baena – Jaén – Úbeda***
- Blanca – Avarán – La Font de la Figuera***
- Alicante – Alcoy – Játiva***
- Elche – Cartagena – Vera***
- Figueras – Puigcerdá***
- Ávila – Villacastín***
- San Rafael – Segovia***

Or. es

Justification

All these sections fit in with the need to complete the road network to provide access to regional manufacturing and population centres.

Amendment 895

Izaskun Bilbao Barandica, Salvador Sedó i Alabart, Ramon Tremosa i Balcells

Proposal for a regulation

Annex I – Volume 17/33

Text proposed by the Commission

Amendment

***add Tenerife (ES) and Gran Canaria (ES)
airports to the core network***

Or. es

Justification

Tenerife and Las Palmas share the status of capital of the Canary Islands and work together as a cluster. They are of similar size in terms of population. With this in mind, if an urban node is provided for in NUTS 1 island regions (like the Canaries), this should be the 'Las Palmas / Tenerife' cluster. This change should therefore be made In the light of the amendments tabled by the rapporteurs (Nos 73 and 78).

Amendment 896

Izaskun Bilbao Barandica, Salvador Sedó i Alabart, Ramon Tremosa i Balcells

Proposal for a regulation

Annex I – Volume 17/33

Text proposed by the Commission

Amendment

***add the port of Santa Cruz de Tenerife
(ES) to the core network***

Or. es

Justification

Tenerife and Las Palmas share the status of capital of the Canary Islands and work together as a cluster. They are of similar size in terms of population. With this in mind, if an urban

node is provided for in NUTS 1 island regions (like the Canaries), this should be the ‘Las Palmas / Tenerife’ cluster. This change should therefore be made In the light of the amendments tabled by the rapporteurs (Nos 73 and 78).

Amendment 897
Ana Miranda

Proposal for a regulation
Annex I – Volume 17/33

Text proposed by the Commission

Amendment

***to add the section Benavente-Lugo-A
Coruña (A6) and Benavente-Ourense-
Vigo (A52) to the road core network***

Or. en

Justification

It is necessary to develop and increase structural projects for the development of the territorial connections to connect Galicia with the rest of west Peninsula, and also to balance and to finish with the peripheral situation.

Amendment 898
Ana Miranda

Proposal for a regulation
Annex I – Volume 17/33

Text proposed by the Commission

Amendment

***to add the “Autovía Cantábrico”(A8) to
the road core network***

Or. en

Justification

The motorway connects the North of Spain with the rest of Europe and would thus improve the communication between the north of Spain and the rest of European countries through a better connection with the French border.

Amendment 899
Ana Miranda

Proposal for a regulation
Annex I – Volume 17/33

Text proposed by the Commission

Amendment

***To add the Santiago de Compostela
Airport (Galicia) to the core network***

Or. en

Justification

The main airport in Galicia should be included in the Core Network to avoid the centralisation of the Spanish State in the main airports, to balance the territorial cohesion in transport connections and to avoid to further increase the peripheral situation of Galicia. Santiago is the main airport in Galicia for passengers.

Amendment 900
Ana Miranda

Proposal for a regulation
Annex I – Volume 17/33

Text proposed by the Commission

Amendment

***To add the Railway High/Speed corridor
León-Ourense-Santiago with connection
to Vigo and A Coruña to the core network***

Or. en

Justification

This connection should be included in the Core Network because is necessary to get a coherent development and guarantee the same opportunities to all European territories, from a social and economical point of view and where high speed rail travel is a main point to be competitive and to create an context attractive to set companies, create jobs and social cohesion.

Amendment 901
Ana Miranda

Proposal for a regulation
Annex I – Volume 17/33

Text proposed by the Commission

Amendment

To add the railway line Vigo-Porto to the core network

Or. en

Justification

Territorial, social and cohesion development in the cross-border area as well as the inexistence of alternative line railway passengers is a very important point for the development of the Galician-Portuguese Euroregion.

Amendment 902
Ana Miranda

Proposal for a regulation
Annex I – Volume 17/33

Text proposed by the Commission

Amendment

To add Pontevedra (Galicia)

Or. en

Justification

Pontevedra is the main city close to the Port of Marin (Galicia). It is necessary to strengthen the intermodality and to include the city of Pontevedra in the connection with the Port of Marin and in the development of cargo transport in the comprehensive network.

Amendment 903
Ana Miranda

Proposal for a regulation

Annex I – Volume 17/33

Text proposed by the Commission

Amendment

***To add the Transcantabric Corridor
Bilbao-A Coruña to the rail core network***

Or. en

Justification

This connection is necessary for the territorial, social and economic cohesion of the northern area of the Iberic Peninsula.

**Amendment 904
Joachim Zeller**

**Proposal for a regulation
Annex I – Volume 17/33**

Text proposed by the Commission

Amendment

***to add Gran Canaria and Tenerife
Airports 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 and Santa Cruz de Tenerife in Tenerife would become urban nodes and their airports and ports become part of the core network.

**Amendment 905
Joachim Zeller**

Proposal for a regulation

Annex I – Volume 17/33

Text proposed by the Commission

Amendment

***to add the port of Santa Cruz de Tenerife
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 and Santa Cruz de Tenerife in Tenerife would become urban nodes and their airports and ports become part of the core network.

Amendment 906

Nuno Teixeira

Proposal for a regulation

Annex I – Volume 17/33

Text proposed by the Commission

Amendment

Add Madeira airport to the core network

Or. pt

Justification

The outermost regions, which include Madeira and which are explicitly referred to in Articles 349 and 355 TFEU, have natural physical characteristics that affect their economic development and integration into the Union's internal market. Including Madeira airport in the core network is therefore of key importance, since this is the gateway to the island for passengers and goods. At the same time, tourism is its main economic activity and the number of passengers rises significantly at peak season.

Amendment 907

Erik Bánki, Ádám Kósa

Proposal for a regulation

PE496.673v01-00

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Annex I – Volume 18/33

Text proposed by the Commission

Amendment

to add the ‘Győr-Pápa-Celldömölk’ and ‘Zalaszentiván-Nagykanizsa-Murakeresztúr’ sections of railway to the core rail network

Or. hu

Justification

The rail sections within Hungary of the extremely busy north-south transport axis (CETC-ROUTE65) which passes through five Member States (Sweden, Poland, Slovakia, Slovenia and Hungary) should be included in the TEN-T core network. The sections listed form part of the shortest distance by rail between a number of capital cities and ‘capital-Adriatic’. They also form part of the line connecting a number of Member States (Slovakia, Poland, Lithuania, Latvia and Estonia) and the Adriatic coast which skirts the Alps. The sections of the CETC-ROUTE65 rail axis which lie within several Member States form an integral part of the core network.

Amendment 908

David-Maria Sassoli, Antonio Cancian, Carlo Fidanza, Roberta Angelilli

Proposal for a regulation

Annex I – Volume 18/33

Text proposed by the Commission

Amendment

to add the port of Civitavecchia to the core network

Or. en

Justification

This port is part of Rome Metropolitan area, it serves Rome which is a Capital, a MEGA and a LUZ node. It is part of the Rome port system.

Amendment 909

Antonio Cancian, Carlo Fidanza, David-Maria Sassoli

Proposal for a regulation
Annex I – Volume 18/33

Text proposed by the Commission

Amendment

***to add the freight railway connection
between La Spezia and Parma to the core
network***

Or. en

Justification

This connection will link La Spezia core network port with Milan via Parma (secondary node).

Amendment 910
Michael Cramer, Eva Lichtenberger

Proposal for a regulation
Annex I – Volume 18/33

Text proposed by the Commission

Amendment

***To delete the tunnel project on the
connection Lyon - Turino from the rail
core network and include the existing
railway line instead;***

Or. en

Justification

The 2030 deadline defined for the implementation of the core network cannot be respected for this connection. More efficient solutions shall therefore be chosen, such as existing infrastructure that can be used.

Amendment 911
Salvatore Iacolino, Antonio Cancian

Proposal for a regulation

Annex I – Volume 18/33

Text proposed by the Commission

Amendment

to add the port of Augusta to the core network

Or. en

Justification

The port of Augusta is close to the railway/road core network and to the airport of Catania. It represents an important infrastructure in Sicily and in the Mediterranean for "Ro-Ro", industrial and commercial purposes. Moreover it has an annual transshipment volume of at least 1 % of the total transshipment volume of all EU seaports, as indicated in the planning methodology.

**Amendment 912
Giommaria Uggias**

**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. it

**Amendment 913
Giommaria Uggias**

**Proposal for a regulation
Annex I – Volume 18/33**

Text proposed by the Commission

Amendment

To add the port of Olbia to the core network

Or. it

Amendment 914
Erik Bánki, Ádám Kósa

Proposal for a regulation
Annex I – Volume 19/33

Text proposed by the Commission

Amendment

to add the ‘Mosonmagyaróvár-Csorna-Szombathely-Nagykanizsa’ section of road to the core road network

Or. hu

Justification

The road sections within Hungary of the extremely busy north-south transport axis (CETC-ROUTE65) between the Baltic and the Adriatic, which passes through five Member States (Sweden, Poland, Slovakia, Slovenia and Hungary), should be included in the TEN-T core network. The sections listed form part of the shortest distance by road between a number of capital cities and ‘capital-Adriatic’. They form part of the route between a number of Member States (Slovakia, Poland, Lithuania, Latvia and Estonia) and the Adriatic coast which skirts the Alps. The road sections of CETC-ROUTE65, which lie within several Member States, form an integral part of the core network.

Amendment 915
Erik Bánki, Ádám Kósa

Proposal for a regulation
Annex I – Volume 19/33

Text proposed by the Commission

Amendment

to add the ‘Győr-Pápa-Celldömölk’ and ‘Zalaszentiván-Nagykanizsa-Murakeresztúr’ sections of railway to the core rail network

Or. hu

Justification

The rail sections within Hungary of the extremely busy north-south transport axis (CETC-

ROUTE65) which passes through five Member States (Sweden, Poland, Slovakia, Slovenia and Hungary) should be included in the TEN-T core network. The sections listed form part of the shortest distance by rail between a number of capital cities and 'capital-Adriatic'. They also form part of the line connecting a number of Member States (Slovakia, Poland, Lithuania, Latvia and Estonia) and the Adriatic coast which skirts the Alps. The sections of the CETC-ROUTE65 rail axis which lie within several Member States form an integral part of the core network.

Amendment 916

Antonio Cancian, Giovanni La Via, Salvatore Iacolino

Proposal for a regulation

Annex I – Volume 19/33

Text proposed by the Commission

Amendment

to add the airport of Catania to the core network

Or. en

Justification

The airport of Catania has been co-financed even in recent years with TEN-T Funds. It serves 7 Provinces in Sicily region with a catching area of 3,3 million inhabitants. It has traffic forecasts of 13 millions passengers in 2020 (before the first revision of the guidelines). It is the sixth Italian airport and plays a crucial role for a peripheric region and for the Euro Mediterranean connections.

Amendment 917

Eva Lichtenberger, Michael Cramer

Proposal for a regulation

Annex I – Volume 19/33

Text proposed by the Commission

Amendment

to delete Autostrada 31 from the road core network

Or. en

Amendment 918
Michael Cramer, Eva Lichtenberger

Proposal for a regulation
Annex I – Volume 19/33

Text proposed by the Commission

Amendment

To delete the tunnel project on the connection Lyon - Turino from the rail core network and include the existing railway line instead;

Or. en

Justification

The 2030 deadline defined for the implementation of the core network cannot be respected for this connection. More efficient solutions shall therefore be chosen, such as existing infrastructure that can be used.

Amendment 919
Salvatore Iacolino, Antonio Cancian

Proposal for a regulation
Annex I – Volume 19/33

Text proposed by the Commission

Amendment

to add the passenger railway connection Siracusa-Gela-Agrigento-Caltanissetta to the comprehensive network

Or. en

Justification

The passenger railway connection Siracusa-Gela-Agrigento-Caltanissetta would link three provinces (total population: 1,127,781 inhabitants; total area: 7,275 km²) to the core network. Such an infrastructure improves the regional cohesion and contributes to the economic growth of this area of Sicily.

Amendment 920
Debora Serracchiani

Proposal for a regulation
Annex I – Volume 19/33

Text proposed by the Commission

On page 3, the map of Italy (north-eastern sector) includes among the planned roads a section between Vicenza and Trento, which corresponds to the Valdastico motorway.

Amendment

On page 3 of the map of Italy (north-eastern sector) the section between Vicenza and Trento, which corresponds to the Valdastico motorway, is deleted.

Or. it

Justification

The motorway in question conflicts with the construction of the Brenner Corridor, which has been ratified in international treaties for the transfer of traffic from road to rail, and with the Alpine Convention which limits the construction of new motorways in the Alpine area. It increases regional and international road traffic, thereby hampering the modal transfer of freight. It does not have the agreements and consensus provided for by national and EU strategic programming.

Amendment 921
Debora Serracchiani, David-Maria Sassoli

Proposal for a regulation
Annex I – Volume 19/33

Text proposed by the Commission

Amendment

To add the Grosseto-Fano trunk road (E78) to the core network

Or. it

Justification

The Grosseto-Fano trunk road (E78) connects two nodes of the core network, namely the ports of Livorno and Ancona. The inclusion of this infrastructure in the core network, alongside the railway links between the two ports through the urban nodes of Bologna and Florence (which already exist but the respective port connections of which need to be completed), will enable a cross-country backbone to be completed between the Adriatic Sea

and the North Tyrrhenian Sea, with a view to establishing a wider corridor linking the Balkan area with the northern Mediterranean. The completion of this infrastructure by 2030 will enable a strategic multimodal transport axis to be opened up, connecting the south of Spain (via Mediterranean ports such as Seville, Valencia and Barcelona) with the Croatian ports and Balkan ports in general. This will ease traffic flows along the more northern corridors by means of a multi-modal, but mainly maritime, corridor (Motorways of the Sea) in the Mediterranean, as well as boosting social and economic growth prospects over a huge area.

Amendment 922
Giommaria Uggias

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. it

Amendment 923
Giommaria Uggias

Proposal for a regulation
Annex I – Volume 19/33

Text proposed by the Commission

Amendment

To add the airport of Olbia to the core network

Or. it

Amendment 924
Herbert Dorfmann, Eva Lichtenberger

Proposal for a regulation

Annex I – Volume 19/33

Text proposed by the Commission

Amendment

On page 3 of the map of Italy (north-eastern sector) the section between Vicenza and Trento, which corresponds to the Valdastico motorway, is deleted.

Or. it

Justification

The motorway in question conflicts with the construction of the Brenner Corridor, which has been ratified in international treaties, for the transfer of traffic from road to rail, and with the Alpine Convention which limits the construction of new motorways in the Alpine area. It increases regional and international road traffic, thereby hampering the modal transfer of freight. It does not have the agreements and consensus provided for by national and EU strategic programming.

Amendment 925

Marian-Jean Marinescu

Proposal for a regulation

Annex I – Volume 20/33

Text proposed by the Commission

Amendment

To add the connection between Suceava-Dej-Cluj Napoca-Coslari to the railways (freight) core network as "to be upgraded"

Or. en

Justification

The connection will contribute meeting objectives set out in Art.4. The Commission already accepted the proposal.

Amendment 926

Marian-Jean Marinescu

Proposal for a regulation
Annex I – Volume 20/33

Text proposed by the Commission

Amendment

***To add the connection between Cluj
Napoca-Oradea-Debreceen-Nyiregyhaza to
the railways (freight) core network as "to
be upgraded"***

Or. en

Justification

The connection will contribute meeting objectives set out in Art.4

Amendment 927
Silvia-Adriana Țicău

Proposal for a regulation
Annex I – Volume 20/33

Text proposed by the Commission

Amendment

***to add the section Buzău-Brăila-Galați to
the rail core network (freight) as "to be
upgraded"***

Or. en

Amendment 928
Silvia-Adriana Țicău

Proposal for a regulation
Annex I – Volume 20/33

Text proposed by the Commission

Amendment

***to add the section Halmeu-Cluj-Timisoara
to the rail core network (freight) as "to be
upgraded"***

Or. en

Amendment 929
Silvia-Adriana Țicău

Proposal for a regulation
Annex I – Volume 20/33

Text proposed by the Commission

Amendment

***to add the section Bihor- Oradea - Cluj-
Napoca- Suceava-Iasi-Ungheni-Chisinau
to the rail core network (freight)***

Or. en

Amendment 930
Silvia-Adriana Țicău

Proposal for a regulation
Annex I – Volume 21/33

Text proposed by the Commission

Amendment

***to add the section Buzău-Brăila-Galați to
the road core network as "to be
upgraded"***

Or. en

Amendment 931
Silvia-Adriana Țicău

Proposal for a regulation
Annex I – Volume 21/33

Text proposed by the Commission

Amendment

***to add the section Constanța-București-
Budapesta to the rail core network
(passengers)***

Or. en

Amendment 932
Silvia-Adriana Țicău

Proposal for a regulation
Annex I – Volume 21/33

Text proposed by the Commission

Amendment

to add the section Buzău-Brăila-Galați to the rail core network (passengers) as "to be upgraded"

Or. en

Amendment 933
Silvia-Adriana Țicău

Proposal for a regulation
Annex I – Volume 21/33

Text proposed by the Commission

Amendment

to add the section Drajna -Brăila-Galați to the road core network

Or. en

Amendment 934
Silvia-Adriana Țicău

Proposal for a regulation
Annex I – Volume 21/33

Text proposed by the Commission

Amendment

to add the section Iasi-Targu Mures (East-West Hightway) to the road core network as "to be upgraded"

Or. en

Amendment 935
Silvia-Adriana Țicău

Proposal for a regulation
Annex I – Volume 21/33

Text proposed by the Commission

Amendment

***to add the airports Constanța- Cluj-
Napoca (România) to the core network***

Or. en

Amendment 936
Silvia-Adriana Țicău

Proposal for a regulation
Annex I – Volume 21/33

Text proposed by the Commission

Amendment

***To add the segment Halmeu- Cluj-
Napoca-Timisoara (România) to the rail
core network (passengers) as "to be
upgraded"***

Or. en

Amendment 937
Silvia-Adriana Țicău

Proposal for a regulation
Annex I – Volume 21/33

Text proposed by the Commission

Amendment

***To add the ports: Galați, Braila, Tulcea,
Sulina, Giurgiu (România) to the core
network***

Or. en

Amendment 938
Silvia-Adriana Țicău

Proposal for a regulation
Annex I – Volume 21/33

Text proposed by the Commission

Amendment

to add the section Halmeu-Cluj-Napoca - Timisoara to the rail core network (passengers) as "to be upgraded"

Or. en

Amendment 939
Silvia-Adriana Țicău

Proposal for a regulation
Annex I – Volume 21/33

Text proposed by the Commission

Amendment

to add the section Bihor- Oradea - Cluj-Napoca- Suceava-Iasi-Ungheni-Chisinau to the rail core network (passengers)

Or. en

Amendment 940
Tomasz Piotr Poręba

Proposal for a regulation
Annex I – Volume 21/33

Text proposed by the Commission

Amendment

To include the whole Via Carpathia Road (Thessaloniki, Sofia, Calfat, Lugoj, Timișoara, Oradea, Debrecen, Miskolc, Košice, Rzeszów, Lublin, Białystok, Kaunas, Klaipeda) in the road core network.

Or. en

Amendment 941
Marian-Jean Marinescu

Proposal for a regulation
Annex I – Volume 21/33

Text proposed by the Commission

Amendment

To add the connection between Suceava-Dej-Cluj Napoca-Coslariu to the railway (passenger) core network as "to be upgraded"

Or. en

Justification

The connection will contribute meeting objectives set out in Art.4. The Commission already accepted the proposal

Amendment 942
Marian-Jean Marinescu

Proposal for a regulation
Annex I – Volume 21/33

Text proposed by the Commission

Amendment

To add the connection between Cluj Napoca-Oradea-Debrecen-Nyiregyhaza to the railway (passenger) core network as "to be upgraded"

Or. en

Justification

The connection will contribute meeting objectives set out in Art.4.

Amendment 943
Marian-Jean Marinescu

Proposal for a regulation
Annex I – Volume 21/33

Text proposed by the Commission

Amendment

***To add the connections between
Miclăușeni-Miraslau-Sebes to the road
core network as "planned"***

Or. en

Justification

The connection will contribute meeting objectives set out in Art.4. The Commission already accepted the proposal.

Amendment 944
Marian-Jean Marinescu

Proposal for a regulation
Annex I – Volume 21/33

Text proposed by the Commission

Amendment

***To add the connections between
Miraslau-Oradea-Bors-Debreceň to the
road core network as "planned"***

Or. en

Justification

The connection will contribute meeting objectives set out in Art.4.

Amendment 945
Marian-Jean Marinescu

Proposal for a regulation

Annex I – Volume 21/33

Text proposed by the Commission

Amendment

***To add the connections between
Bucharest-Craiova-Calafat to the road
core network as "planned"***

Or. en

Justification

The connection will contribute meeting objectives set out in Art.4. The Commission already accepted the proposal.

**Amendment 946
Marian-Jean Marinescu**

**Proposal for a regulation
Annex I – Volume 21/33**

Text proposed by the Commission

Amendment

***To add the connection between
Constanta-Tulcea-Braila to the road
comprehensive network as "to be
upgraded"***

Or. en

Justification

The connection will contribute meeting objectives set out in Art.4. The Commission already accepted the proposal.

**Amendment 947
Marian-Jean Marinescu**

Proposal for a regulation

Annex I – Volume 21/33

Text proposed by the Commission

Amendment

To add the connection between Suceava-Baia Mare-Satu Mare to the road comprehensive network as "to be upgraded"

Or. en

Justification

The connection will contribute meeting objectives set out in Art.4.

**Amendment 948
Ioannis Kasoulides**

**Proposal for a regulation
Annex I – Volume 22/33**

Text proposed by the Commission

Amendment

to add the Airport of Paphos (CY) and the Port of Larnaca (CY) and their interconnections to the core network

Or. en

Justification

Cyprus is an isolated island Member State and as such, it depends exclusively on its ports and airports for its connectivity to the rest of the Union. The inclusion of the Paphos airport and Larnaca port in the core network are of paramount importance for the effectiveness of the island's transportation system. This is all the more so when taking into account its physical limitations, geomorphologic specificities and remote location, as well as the need and requirement for connectivity, accessibility and, ultimately, cohesion within the Union. Crucially, this is also needed as an emergency service in crises situations such as terrorist attacks or natural disasters.

**Amendment 949
Tomasz Piotr Poręba**

Proposal for a regulation
Annex I – Volume 23/33

Text proposed by the Commission

Amendment

To include the whole Via Carpathia Road (Thessaloniki, Sofia, Calfat, Lugoj, Timișoara, Oradea, Debrecen, Miskolc, Košice, Rzeszów, Lublin, Białystok, Kaunas, Klaipeda) in the road core network.

Or. en

Amendment 950
Marian-Jean Marinescu

Proposal for a regulation
Annex I – Volume 24/33

Text proposed by the Commission

Amendment

To add the name of the town-Baia Mare near the indication of the airport included in the comprehensive network.

Or. en

Justification

The name of the town is missing on the maps.

Amendment 951
Giommaria Uggias

Proposal for a regulation
Annex II – Section 1a

Text proposed by the Commission

Amendment

To add Cagliari (IT)

Or. it

Amendment 952
Giommaria Uggias

Proposal for a regulation
Annex II – Section 1a

Text proposed by the Commission

Amendment

To add Olbia (IT)

Or. it

Amendment 953
Izaskun Bilbao Barandica, Salvador Sedó i Alabart, Ramon Tremosa i Balcells

Proposal for a regulation
Annex II – Section 1a

Text proposed by the Commission

Amendment

add Las Palmas (ES) and Santa Cruz de Tenerife (ES)

Or. es

Justification

Tenerife and Las Palmas share the status of capital of the Canary Islands and work together as a cluster. They are of similar size in terms of population. With this in mind, if an urban node is provided for in NUTS 1 island regions (like the Canaries), this should be the 'Las Palmas / Tenerife' cluster. This change should therefore be made In the light of the amendments tabled by the rapporteurs (Nos 73 and 78).

Amendment 954
Marian-Jean Marinescu

Proposal for a regulation

Annex II – Section 1a

Text proposed by the Commission

Amendment

To add Iasi (RO) and Cluj Napoca (RO).

Or. en

Justification

Iasi is already included in the core network in the proposal of the Commission. For Cluj Napoca, see amendments number 1 and 3.

Amendment 955

Isabelle Durant

Proposal for a regulation

Annex II – Section 1a

Text proposed by the Commission

Amendment

Bruxelles/Brussel

Bruxelles/Brussel

Antwerpen

Antwerpen

Liège

Or. en

Justification

Liège is truly a major multimodal transport hub and already one of the most connected cities in the EU. This is so far only partly recognised through the inclusion in the core network of its inland port, the third biggest in Europe (> 20 mio tonnes a year), of its airport, the seventh biggest cargo airport in Europe (>600 000 tonnes a year) and of the two major inland waterways, the Meuse and the Albert Canal connecting it to Antwerp, Dunkirk and Rotterdam. Liège is more though: Six motorway links (Antwerp, Brussels, Cologne, Lille, Maastricht, Luxembourg) and several international freight, passenger and mixed-traffic railway lines, including the high-speed railway axis Paris-Brussels-Cologne-Amsterdam-London (PBKAL), also cross in Liège. Given its importance in European transport networks, Liège ought to be recognized as a full-fledged urban node of the core network.

Amendment 956

Ramon Tremosa i Balcells

Proposal for a regulation
Annex II – Section 1a

Text proposed by the Commission

Amendment

to add Malaga (Spain)

Or. en

Justification

Urban nodes should be foreseen on 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, Malaga on Andalusia, Spain (with over 1 million inhabitants) would become an NUTS 1 urban node and its airport and port become part of the core network. Its population is not 764,877 inhabitants as the Eurostat published based on INE data but 1,023,317 as the INE itself issued.

Amendment 957

Luis de Grandes Pascual, Inés Ayala Sender, Gabriel Mato Adrover, Juan Fernando López Aguilar

Proposal for a regulation
Annex II – Section 1a

Text proposed by the Commission

Amendment

add Cagliari (IT), Heraklion (EL), Las Palmas de Gran Canaria (ES) and Santa Cruz de Tenerife (ES)

Or. es

Justification

Deben preverse los nodos urbanos en islas con más de un millón de habitantes o regiones insulares NUTS1 con más de un millón de habitantes. Está en consonancia con la metodología que prevé un umbral de un millón de habitantes para que las zonas urbanas de gran tamaño se conviertan en nodos urbanos y que incluye por lo menos un puerto en la red básica por cada región NUTS1 con acceso al mar. Mediante esta enmienda, Las Palmas de Gran Canaria y Santa Cruz de Tenerife (NUTS1 con una población de 908.555 habitantes en Tenerife y 850.391 habitantes Gran Canaria), son debidamente tenidos en cuenta como nodos principales de las islas Canarias, que es una región ultraperiférica a la que se aplica el

artículo 349 del Tratado de Funcionamiento de la Unión Europea. Esta enmienda es una mejora de la enmienda 78 del ponente.

Amendment 958
Debora Serracchiani

Proposal for a regulation
Annex II – Section 1a

Text proposed by the Commission

Amendment

To add Bari (IT)

Or. it

Justification

Provision should be made for urban nodes, where necessary, to meet the objectives of interconnection of national transport networks, in accordance with Article 4(2)(a). The city of Bari meets the requirements of a 'core urban node' and complies with the characteristics of 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 (Article 3(o)). In order to achieve the priority objectives of the EU to reduce remoteness, the TEN-T network cannot have limitations and breaks in the links between the Baltic macro-region and the Adriatic macro-region.

Amendment 959
Silvia-Adriana Țicău

Proposal for a regulation
Annex II – Section 1a

Text proposed by the Commission

Amendment

***To add: -conurbatia Galati-Braila
Macin(România)***

Or. en

Amendment 960
Bernadette Vergnaud, Jean-Jacob Bicep, Gilles Pargneaux, Karim Zérifi

Proposal for a regulation
Annex II – Section 1a

Text proposed by the Commission

Amendment

add Nantes (FR)

Or. fr

Justification

In keeping with the methodology employed by the Commission, the port of Saint-Nazaire is a core network node in accordance with criterion B.3. Since Nantes has more than 200 000 inhabitants and Saint-Nazaire is part of the Nantes metropolitan area, it should be included in the list of nodes in part 1a of Annex II to the regulation. What is more, this addition is consistent with the incorporation of the Tours-Dijon section into the core network, with the aim of bringing about an effective modal shift on the Atlantic-Switzerland route by eliminating the Paris bottleneck.

Amendment 961
Joachim Zeller

Proposal for a regulation
Annex II – Section 1a

Text proposed by the Commission

Amendment

to add Cagliari (IT), Heraklion (EL), Las Palmas (ES) and Santa Cruz de Tenerife

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 and Santa Cruz de Tenerife in Tenerife would become urban nodes and their airports and ports become part of the core network.

Amendment 962
Izaskun Bilbao Barandica, Salvador Sedó i Alabart, Ramon Tremosa i Balcells

Proposal for a regulation
Annex II – Section 1b

Text proposed by the Commission

Amendment

add Gran Canaria (ES) and Tenerife (ES)

Or. es

Justification

Tenerife and Las Palmas share the status of capital of the Canary Islands and work together as a cluster. They are of similar size in terms of population. With this in mind, if an urban node is provided for in NUTS 1 island regions (like the Canaries), this should be the ‘Las Palmas / Tenerife’ cluster. This change should therefore be made In the light of the amendments tabled by the rapporteurs (Nos 73 and 78).

Amendment 963
Antonio Cancian

Proposal for a regulation
Annex II – Section 1b

Text proposed by the Commission

Amendment

to add the airports of
Bergamo – Orio al Serio
Bologna – Borgo Panigale
Genova – Sestri
Napoli – Capodichino
Palermo – Punta Raisi
Torino – Caselle
Venezia – Tessera
to the core network

Or. en

Amendment 964
Marian-Jean Marinescu

Proposal for a regulation
Annex II – Section 1b

Text proposed by the Commission

Amendment

To add Bucharest (RO) and Timisoara (RO).

Or. en

Justification

Both airports are already included as nodes in the core network in the proposal of the Commission.

Amendment 965
Silvia-Adriana Țicău

Proposal for a regulation
Annex II – Section 1b

Text proposed by the Commission

Amendment

To add :

- Bucuresti (România)***
- Timisoara (România)***
- Constanta (România)***
- Cluj (România)***

Or. en

Amendment 966
Inés Ayala Sender, Carmen Romero López, Juan Fernando López Aguilar

Proposal for a regulation
Annex II – Section 1b

Text proposed by the Commission

Amendment

add Cagliari (IT), Heraklion (EL), Las Palmas (ES), Tenerife (ES) and Málaga

(ES)

Or. xm

Justification

Major airports are key intermodal nodes fostering long-haul connectivity and linking European regions to the international traffic flows. They should be included in the core network depending on the passenger volumes. In some regions the tourism flows are enormous, even if the neighbouring city is not considered a node. These airports have higher air traffic volumes than bigger cities. The stable population is low, but the average yearly population – including tourism – would qualify these cities to be considered nodes of the core network.

Amendment 967

Joachim Zeller

Proposal for a regulation

Annex II – Section 1b

Text proposed by the Commission

Amendment

***to add Gran Canaria and Tenerife
Airports***

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 and Santa Cruz de Tenerife in Tenerife would become urban nodes and their airports and ports become part of the core network.

Amendment 968

Luis de Grandes Pascual, Inés Ayala Sender, Francisco José Millán Mon, Carmen Fraga Estévez, Antolín Sánchez Presedo, Ricardo Cortés Lastra, Juan Fernando López Aguilar

Proposal for a regulation

Annex II – Section 2

Text proposed by the Commission

Amendment

***add Cagliari (IT), Heraklion (EL)
Santander (ES), Vigo (ES) and Santa
Cruz de Tenerife.***

Or. es

Justification

Vigo is the busiest port in the world in terms of fishing traffic. Fishing deserves special treatment, since the EU has its own dedicated fisheries policy, a Commissioner for fisheries and an agency based in Vigo. Furthermore, the new motorway of the sea, which starts in Vigo, will be opening soon. The port of Santander is strategically important for the surrounding region. It ought to be included in the core network in line with the amendment to Article 24.

Amendment 969 Giommaria Uggias

Proposal for a regulation Annex II – Section 2

Text proposed by the Commission

Amendment

To add Cagliari (IT)

Or. it

Amendment 970 Giommaria Uggias

Proposal for a regulation Annex II – Section 2

Text proposed by the Commission

Amendment

To add Olbia (IT)

Or. it

Amendment 971

Izaskun Bilbao Barandica, Salvador Sedó i Alabart, Ramon Tremosa i Balcells

Proposal for a regulation

Annex II – Section 2

Text proposed by the Commission

Amendment

add Santa Cruz de Tenerife (ES)

Or. es

Justification

Tenerife and Las Palmas share the status of capital of the Canary Islands and work together as a cluster. They are of similar size in terms of population. With this in mind, if an urban node is provided for in NUTS 1 island regions (like the Canaries), this should be the 'Las Palmas / Tenerife' cluster. This change should therefore be made In the light of the amendments tabled by the rapporteurs (Nos 73 and 78).

Amendment 972

Vicky Ford

Proposal for a regulation

Annex II – Section 2

Text proposed by the Commission

Amendment

Felixstowe

Felixstowe-***Harwich (cluster)***

Or. en

Amendment 973

Geoffrey Van Orden

Proposal for a regulation

Annex II – Section 2

Text proposed by the Commission

Amendment

Felixstowe

Felixstowe ***and Harwich(UK)***

Or. en

Justification

The Ports of Felixstowe and Harwich qualify as a port cluster within the spirit of the regulation and the criteria applied to other listed port clusters. The exclusion of Harwich Port from the cluster with Felixstowe would be inconsistent with other clusters included. The ports of Harwich and Felixstowe are geographically extremely close to one another. They occupy opposite banks of the river Orwell, a little over 1 kilometre apart, and share the same access channel from the sea. The access channel to both is controlled by a single port authority and they largely use the same port services. The major parts of both ports are under single management. Harwich and Felixstowe use largely common road and rail connections to their hinterland: the major trunk roads (A12 and A14) and rail routes (Great Eastern Main Line and Felixstowe-to-Nuneaton) are common to both ports. Future port development in the area will make use of the facilities available in each port as if they were a single operation. The TEN-T programme should include the two ports as a single cluster reflecting the common infrastructure, and shared operational and management structure.

Amendment 974

Silvia-Adriana Țicău

Proposal for a regulation

Annex II – Section 2

Text proposed by the Commission

Amendment

To add Galați (România)

Or. en

Justification

Galați is both a maritime and an inland port. Galați is also an important border crossing point between Romania and Republic of Moldavia and Ukraine. Galați has been considered core maritime and core inland port in the General Approach of the Council of 28 March.

Amendment 975

Joachim Zeller

Proposal for a regulation

Annex II – Section 2

Text proposed by the Commission

Amendment

to add Cagliari (IT) Heraklion (EL) and

Santa Cruz de Tenerife (ES)

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 and Santa Cruz de Tenerife in Tenerife would become urban nodes and their airports and ports become part of the core network.

Amendment 976
Michael Cramer

Proposal for a regulation
Annex II – Section 2

Text proposed by the Commission

Amendment

Seaport: Oostende

deleted

Or. en

Justification

Amendment 977
Philippe De Backer, Gesine Meissner

Proposal for a regulation
Annex II – Section 2 a (new)

Text proposed by the Commission

Amendment

Inland ports

AUSTRIA

Linz-Enns

Vienna

BELGIUM

Albertkanaal

Antwerpen

Bruxelles/Brussel

Gent

Kortrijk-Bossuit

Liege

Mons-La Louviere

Namur

BULGARIA

Ruse

Vidin

CZECH REPUBLIC

Lovosice - Decin

Melnik

Pardubice

Praha

Usti nad Labem

GERMANY

Berlin

Braunschweig

Bremen, Bremerhaven

Dortmund

Dresden

Duisburg

Düsseldorf

Frankfurt/Main

Hamburg

Hamm

Hannover

Karlsruhe

Kehl

Koblenz

Köln
Krefeld
Ludwigshafen
Lübeck
Magdeburg
Mannheim
Nürnberg
Regensburg
Rosslau
Stuttgart
Velten
Wolfsburg/Fallersleben
ESPAÑA
Sevilla
FRANCE
Chalon sur Saône
Le Havre
Lille
Lyon
Metz
Mulhouse
Paris
Rouen
Strasbourg
HUNGARY
Budapest
Komarom
ITALY
Cremona
Ferrara
Mantova
Ravenna
Trieste

Venezia
LUXEMBURG
Mertert
NETHERLANDS
Almelo
Amsterdam
Arnhem
Bergen op zoom
Born
Deventer
Hengelo
Moerdijk
Nijmegen
Rotterdam
Terneuzen-Vlissingen
Utrecht
Venlo
POLAND
Swinoujscie, Szczecin
PORTUGAL
Porto
ROMANIA
Calafat
Cernavodă
Constanța
Galati
Giurgiu
SLOVAKIA
Bratislava
Komarno

Or. en

Justification

The maps in Annex I to the Guidelines are rather unclear, as core ports and comprehensive inland ports are indicated with a slightly different symbol. To improve transparency and clarity, and to be consistent with the approach chosen for the core airports and core maritime ports, it is therefore useful to have a list of all the core inland part in the Annex II of the guidelines proposal.

Amendment 978
Silvia-Adriana Țicău

Proposal for a regulation
Annex II – Section 2 a (new)

Text proposed by the Commission

Amendment

Inland ports

AUSTRIA

Linz-Enns

Vienna

BELGIUM

Albertkanaal

Antwerpen

Bruxelles/Brussel

Gent

Kortrijk-Bossuit

Liege

Mons-La Louviere

Namur

BULGARIA

Vidin

Ruse

CZECH REPUBLIC

Decin

Melnik

Pardubice

Praha

GERMANY

Berlin

Braunschweig

Bremen, Bremerhaven

Dortmund

Dresden

Duisburg

Düsseldorf

Frankfurt/Main

Hamburg

Hamm

Hannover

Karlsruhe

Kehl

Koblenz

Köln

Krefeld

Ludwigshafen

Lübeck

Magdeburg

Mannheim

Nürnberg

Regensburg

Rosslau

Stuttgart

Velten

Wolfsburg/Fallersleben

ESPANA

Sevilla

FRANCE

Chalon sur Saône

Le Havre

Lille

Lyon
Metz
Mulhouse
Paris
Rouen
Strasbourg
HUNGARY
Budapest
Komarom
ITALY
Cremona
Ferrara
Mantova
Trieste
LUXEMBURG
Mertert
NETHERLANDS
Almelo
Amsterdam
Arnhem
Bergen op zoom
Born
Deventer
Hengelo
Nijmegen
Rotterdam
Terneuzen-Vlissingen
Utrecht
Venlo
POLAND
Swinoujscie, Szczecin
PORTUGAL
Porto

ROMANIA

Calafat

Cernavodă

Constanța

Giurgiu

Galati

Brăila

Tulcea

Sulina

SLOVAKIA

Bratislava

Komarno

Or. en

Amendment 979

Corien Wortmann-Kool

Proposal for a regulation

Annex II – Section 2 a (new)

Text proposed by the Commission

Amendment

Inland ports

NETHERLANDS

Almelo

Amsterdam

Arnhem

Bergen op zoom

Born

Deventer

Kampen-Zwolle

Hengelo

Moerdijk

Nijmegen

Rotterdam
Terneuzen-Vlissingen
Utrecht
Venlo

Or. en

Justification

For some regions, e.g. regions with a dense network of ports, it is very difficult to assess which ports are meant to be TEN-T inland ports and which ones are part of the core network. For reasons of transparency and clarity, and to be consistent with the approach chosen for the core airports and core maritime ports, the core inland ports should be listed in the Annex II of the guidelines proposal. For the Netherlands we included the inland ports that are very essential and that are consistent with the existing approach.

Amendment 980
Antonio Cancian

Proposal for a regulation
Annex II – Section 2 a (new)

Text proposed by the Commission

Amendment

Inland ports
ITALY
Cremona
Mantova
Venezia
Trieste
Ravenna

Or. en

Amendment 981
Peter van Dalen

Proposal for a regulation

Annex II – Section 2 a (new)

Text proposed by the Commission

Amendment

The list of inland ports belonging to the core network is added to this Annex.

Or. nl

Justification

Like any other nodes in the core network, inland ports which form part of the core network must be listed.

Amendment 982
Antonio Cancian

Proposal for a regulation
Annex II – Section 2 b (new)

Text proposed by the Commission

Amendment

Rail-road terminals

ITALY

Ancona, Bari, Bologna, Cervignano, Firenze, Livorno, Milano, Napoli, Novara Orbassano (TO), Padova, Pomezia Nodo Roma, Verona

Or. en

Amendment 983
Silvia-Adriana Țicău

Proposal for a regulation
Annex II – Section 3

<i>Text proposed by the Commission</i>			
EU Member State	Neighbouring Country	Border Crossing (Road)	Border Crossing (Rail)
ROMANIA	UKRAINE	Siret	Vicsany

	MOLDOVA	Ungheni	Ungheni
<i>Amendment by Parliament</i>			
EU Member State	Neighbouring Country	Border Crossing (Road)	Border Crossing (Rail)
ROMANIA	UKRAINE	Siret, <i>Galati</i>	Vicsany, <i>Galati</i>
	MOLDOVA	Ungheni, <i>Galati</i>	Ungheni, <i>Galati</i>

Or. en

Justification

Galați is an important border crossing point between Romania and Republic of Moldavia and Ukraine, either by road, by rail and inland waterways.

Amendment 984
Michael Cramer

Proposal for a regulation
Annex II – Section 3 a (new)

Text proposed by the Commission

Amendment

EuroVelo route network

North – South Routes:

1 – Atlantic Coast Route: North Cape – Sagres 8,186 km

3 – Pilgrims Route: Trondheim – Santiago de Compostela 5,122 km

5 – Via Romea Francigena: London – Rome and Brindisi 3,900 km

7 – Sun Route: North Cape – Malta 7,409 km

9 – Baltic – Adriatic: Gdansk – Pula 1,930 km

11 – East Europe Route: North Cape – Athens 5,984 km

13 – Iron Curtain Trail: Barents Sea – Black Sea 9,000 km

15 – Rhine Route: Andermatt – Hoek van

Holland 1,320 km

West – East Routes:

**2 – Capitals Route: Galway – Moscow
5,500 km**

**4 – Central Europe Route: Roscoff – Kiev
4,000 km**

**6 - Atlantic – Black Sea: Nantes –
Constanta 4,448km**

**8 – Mediterranean Route: Cádiz –
Athens and Cyprus 5,888 km**

Circuits:

**10 – Baltic Sea Cycle Route (Hansa
circuit): 7,980 km**

12 – North Sea Cycle Route: 5,932 km

Or. en

Justification

As stipulated in paragraph 11 of the European Parliament's resolution of 15 December 2011 on the Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system (2011/2096(INI)), "EuroVelo, the European long-distance cycle route network, should be included in the TEN-T network.

Amendment 985

Erik Bánki, Ádám Kósa

Proposal for a regulation

Annex III – Volume 30/33

Text proposed by the Commission

Amendment

***to add the ‘Győr-Pápa-Celldömölk’ and
‘Zalaszentiván-Nagykanizsa-
Murakeresztúr’ sections of railway to the
core rail network***

Or. hu

Justification

The rail sections within Hungary of the extremely busy north-south transport axis (CETC-ROUTE65) which passes through five Member States (Sweden, Poland, Slovakia, Slovenia and Hungary) should be included in the TEN-T core network. The sections listed form part of the shortest distance by rail between a number of capital cities and 'capital-Adriatic'. They also form part of the line connecting a number of Member States (Slovakia, Poland, Lithuania, Latvia and Estonia) and the Adriatic coast which skirts the Alps. The sections of the CETC-ROUTE65 rail axis which lie within several Member States form an integral part of the core network.

Amendment 986

Erik Bánki, Ádám Kósa

Proposal for a regulation

Annex III – Volume 31/33

Text proposed by the Commission

Amendment

to add the 'Mosonmagyaróvár-Csorna-Szombathely-Nagykanizsa' section of road to the core road network

Or. hu

Justification

The road sections within Hungary of the extremely busy north-south transport axis (CETC-ROUTE65) between the Baltic and the Adriatic, which passes through five Member States (Sweden, Poland, Slovakia, Slovenia and Hungary), should be included in the TEN-T core network. The sections listed form part of the shortest distance by road between a number of capital cities and 'capital-Adriatic'. They form part of the route between a number of Member States (Slovakia, Poland, Lithuania, Latvia and Estonia) and the Adriatic coast which skirts the Alps. The road sections of CETC-ROUTE65, which lie within several Member States, form an integral part of the core network.

Amendment 987

Erik Bánki, Ádám Kósa

Proposal for a regulation

Annex III – Volume 31/33

Text proposed by the Commission

Amendment

to add the ‘Győr-Pápa-Celldömölk’ and ‘Zalaszentiván-Nagykanizsa-Murakeresztúr’ sections of railway to the core rail network

Or. hu

Justification

The rail sections within Hungary of the extremely busy north-south transport axis (CETC-ROUTE65) which passes through five Member States (Sweden, Poland, Slovakia, Slovenia and Hungary) should be included in the TEN-T core network. The sections listed form part of the shortest distance by rail between a number of capital cities and ‘capital-Adriatic’. They also form part of the line connecting a number of Member States (Slovakia, Poland, Lithuania, Latvia and Estonia) and the Adriatic coast which skirts the Alps. The sections of the CETC-ROUTE65 rail axis which lie within several Member States form an integral part of the core network.

Amendment 988
Marian-Jean Marinescu

Proposal for a regulation
Annex III – Volume 33/33 (new)

Text proposed by the Commission

Amendment

To add a new map for the Republic of Moldova regarding inland waterway, freight and passenger railways, roads and airports.

Or. en

Justification

Republic of Moldova is included in the Neighbourhood Policy and at least capital Chisinau should be connected to the TEN-T.

Amendment 989
Philippe De Backer, Gesine Meissner

**Proposal for a regulation
Annex III a (new)**

Text proposed by the Commission

Amendment

To add a new Annex IIIb featuring a list of the nodes of the comprehensive network (airports, seaports, inland ports, Rail-Road Terminals) with the aim of clarifying the maps of Annex I.

Or. en

Justification

For reasons of legal certainty and transparency, it should be clarified with a list which nodes are identified as TEN-T nodes. The maps in Annex I do not allow to identify the different nodes, certainly not in areas with a dense network. Moreover, one node can be at the same time an airport, sea port, inland port or a road-rail terminal. Hence the importance of integrating a list in the annexes.

**Amendment 990
Silvia-Adriana Țicău**

**Proposal for a regulation
Annex III a (new)**

Text proposed by the Commission

Amendment

To add a new Annex IIIb featuring a list the nodes of the comprehensive network (airports, seaports, inland ports, RRT) with the aim of clarifying the maps of Annex I

Or. en