



Brussels, 4.2.2016  
C(2016) 536 final

**COMMISSION DELEGATED REGULATION (EU) .../...**

**of 4.2.2016**

**amending Regulation (EU) No 1315/2013 of the European Parliament and of the Council  
as regards adapting Annex III thereto**

(Text with EEA relevance)

## EXPLANATORY MEMORANDUM

### **1. CONTEXT OF THE DELEGATED ACT**

Annex III to Regulation (EU) No 1315/2013 of the European Parliament and of the Council of 11 December 2013 on Union guidelines for the development of the trans-European transport network (TEN-T) and repealing Decision No 661/2010/EU contains indicative TEN-T maps for certain neighbouring countries with which the Union has a close cooperation on transport issues: Iceland and Norway (EFTA), Switzerland (land transport agreement), Western Balkans (South East European Transport Observatory-SEETO), Turkey (candidate country), Armenia, Azerbaijan, Belarus, Georgia, Moldova, Ukraine, and Russia (the Eastern Partnership/Northern Dimension Partnership on Transport and Logistics).

Article 49(6) of Regulation (EU) No 1315/2013 provides for the possibility to adopt delegated acts to adapt those indicative maps based on high-level agreements on transport infrastructure networks between the Union and the neighbouring countries concerned.

Two such high-level agreements between the Union and certain neighbouring countries have been reached since the entry into force of Regulation (EU) No 1315/2013:

- (a) with Albania, Bosnia and Herzegovina, Kosovo<sup>1</sup>, the former Yugoslav Republic of Macedonia, Montenegro and Serbia, endorsed on 27 August 2015, at the Western Balkans 6 Summit in Vienna;
- (b) with Iceland and Norway, at the meeting of the Joint Committee of the European Economic Area of 30 October 2015.

The agreement endorsed on 27 August 2015 in Vienna is the result of a process conducted mainly within the Western Balkan 6 framework and through SEETO, and concerns the revision of the indicative extension of the comprehensive TEN-T maps, as well as the identification of the core network connections on the comprehensive network maps which have been adapted. The objective is to better align the Western Balkan infrastructure development policies with those of the Union, with a view to the enlargement process, as well as to allow the Union to better target its cooperation, including in terms of its financial support, with the Western Balkans.

The agreement reached with Iceland and Norway concerns a limited number of adjustments to the road, ports, and airports network maps of these countries to more accurately reflect the alignment of the indicative TEN-T according to the TEN-T methodology. This adaptation has been requested by the two EFTA countries in light of the amendment of the EEA Agreement to incorporate Regulation (EU) No 1315/2013.

### **2. CONSULTATIONS PRIOR TO THE ADOPTION OF THE ACT**

The Commission has consulted experts of Member States' competent authorities, in the presence of experts of the European Parliament, in a meeting on 30 September 2015.

### **3. LEGAL ELEMENTS OF THE DELEGATED ACT**

The delegated act adapts the indicative maps of third countries in Annex III of Regulation (EU) No 1315/2013.

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<sup>1</sup> This designation is without prejudice to positions on status, and is in line with UNSCR 1244 and the ICJ Opinion on the Kosovo Declaration of Independence.

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THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to Regulation (EU) No 1315/2013 of the European Parliament and of the Council of 11 December 2013 on Union guidelines for the development of the trans-European transport network and repealing Decision No 661/2010/EU<sup>2</sup>, and in particular Article 49(6) thereof,

Whereas:

- (1) Regulation (EU) No 1315/2013 provides for the possibility to adapt the indicative maps of the trans-European transport network (TEN-T) which has been extended to specific neighbouring countries based on high-level agreements on transport infrastructure networks between the Union and the neighbouring countries concerned.
- (2) A high-level agreement between the Union and the Western Balkans countries Albania, Bosnia and Herzegovina, Kosovo, the former Yugoslav Republic of Macedonia, Montenegro and Serbia was endorsed on 27 August 2015 at the Western Balkans 6 Summit in Vienna on the adaptation of the indicative extension of the comprehensive TEN-T maps, as well as on the identification of the core network connections on the comprehensive network maps. The agreement concerns the lines of the railway and road networks, as well as ports and airports. The adaptation of the indicative comprehensive network maps and, in particular, the identification of the indicative core network should allow the Union to better target its cooperation, including in terms of its financial support, with the Western Balkans.
- (3) A high-level agreement between the Union and Iceland and Norway was reached on 30 October 2015, in the framework of the Joint Committee established by the Agreement on the European Economic Area, on the adaptation of the indicative extension of the comprehensive TEN-T maps in those countries. The adaptation concerns a limited number of adjustments on the road, ports, and airports network maps to more accurately reflect the alignment of the indicative TEN-T, according to the TEN-T methodology<sup>3</sup>.
- (4) Regulation (EU) No 1315/2013 should therefore be amended accordingly,

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<sup>2</sup> OJ L 348, 20.12.2013, p. 1.

<sup>3</sup> SWD (2013) 542 final.

HAS ADOPTED THIS REGULATION:

*Article 1*

Annex III to Regulation (EU) No 1315/2013 is amended in accordance with the Annex to this Regulation.

*Article 2*

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

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels, 4.2.2016

*For the Commission*  
*The President*  
*Jean-Claude JUNCKER*