

Procedure file

Basic information			
COD - Ordinary legislative procedure (ex-codecision procedure) Decision		2001/0229(COD)	
Guidelines for the development of the trans-European transport network Amending Decision No 1692/96/EC		1994/0098(COD)	
Subject 3.20.11 Trans-European transport networks		Procedure completed	
Key players			
European Parliament	Committee responsible	Rapporteur	Appointed
	RETT Regional Policy, Transport and Tourism	PPE-DE BRADBOURN Philip	20/11/2001
	Former committee responsible		
	RETT Regional Policy, Transport and Tourism	PPE-DE BRADBOURN Philip	20/11/2001
	RETT Regional Policy, Transport and Tourism	PPE-DE BRADBOURN Philip	20/11/2001
	Former committee for opinion		
	BUDG Budgets		
ITRE Industry, External Trade, Research, Energy	The committee decided not to give an opinion.		
ENVI Environment, Public Health, Consumer Policy	PPE-DE FLEMMING Marialiese	06/11/2001	
Council of the European Union	Council configuration	Meeting	Date
	Transport, Telecommunications and Energy	2551	05/12/2003
	Transport, Telecommunications and Energy	2452	03/10/2002
	Transport, Telecommunications and Energy	2438	17/06/2002
	Transport, Telecommunications and Energy	2420	25/03/2002
	Transport, Telecommunications and Energy	2374	15/10/2001
European Commission	Commission DG	Commissioner	
	Energy and Transport		
Key events			
01/10/2001	Legislative proposal published	COM(2001)0544	Summary

15/10/2001	Debate in Council	2374	
22/10/2001	Committee referral announced in Parliament, 1st reading		
25/03/2002	Debate in Council	2420	
18/04/2002	Vote in committee, 1st reading		Summary
18/04/2002	Committee report tabled for plenary, 1st reading	A5-0135/2002	
30/05/2002	Debate in Parliament		
30/05/2002	Decision by Parliament, 1st reading	T5-0264/2002	Summary
17/06/2002	Debate in Council	2438	
26/09/2002	Modified legislative proposal published	COM(2002)0542	Summary
03/10/2002	Debate in Council	2452	
01/10/2003	Formal reconsultation of Parliament		
01/10/2003	Amended legislative proposal for reconsultation published	COM(2003)0564	
17/02/2004	Vote in committee, 1st reading		Summary
17/02/2004	Committee report tabled for plenary, reconsultation	A5-0110/2004	
10/03/2004	Debate in Parliament		
11/03/2004	Decision by Parliament, 1st reading	T5-0173/2004	Summary
14/04/2004	Council position published	05762/1/2004	Summary
19/04/2004	Committee referral announced in Parliament, 2nd reading		
19/04/2004	Vote in committee, 2nd reading		
19/04/2004	Committee recommendation tabled for plenary, 2nd reading	A5-0278/2004	
21/04/2004	Decision by Parliament, 2nd reading	T5-0332/2004	Summary
29/04/2004	End of procedure in Parliament		
30/04/2004	Final act signed		
30/04/2004	Final act published in Official Journal		

Technical information

Procedure reference	2001/0229(COD)
Procedure type	COD - Ordinary legislative procedure (ex-codecision procedure)
Procedure subtype	Legislation
Legislative instrument	Decision
	Amending Decision No 1692/96/EC 1994/0098(COD)
Legal basis	EC Treaty (after Amsterdam) EC 156

Stage reached in procedure	Procedure completed
Committee dossier	RETT/5/20873

Documentation gateway

Legislative proposal	COM(2001)0544 OJ C 362 18.12.2001, p. 0205 E	01/10/2001	EC	Summary
Economic and Social Committee: opinion, report	CES0360/2002 OJ C 125 27.05.2002, p. 0075	20/03/2002	ESC	
Committee report tabled for plenary, 1st reading/single reading	A5-0135/2002	18/04/2002	EP	
Committee of the Regions: opinion	CDR0284/2001 OJ C 278 14.11.2002, p. 0007	15/05/2002	CofR	
Economic and Social Committee: opinion, report	CES0689/2002 OJ C 221 17.09.2002, p. 0073	29/05/2002	ESC	
Text adopted by Parliament, 1st reading/single reading	T5-0264/2002 OJ C 187 07.08.2003, p. 0022-0130 E	30/05/2002	EP	Summary
Modified legislative proposal	COM(2002)0542 OJ C 020 28.01.2003, p. 0274 E	26/09/2002	EC	Summary
Document attached to the procedure	SEC(2003)1060	01/10/2003	EC	
Amended legislative proposal for reconsultation	COM(2003)0564	01/10/2003	EC	
Committee final report tabled for plenary, reconsultation	A5-0110/2004	17/02/2004	EP	
Text adopted by Parliament after reconsultation	T5-0173/2004 OJ C 102 28.04.2004, p. 0649-0792 E	11/03/2004	EP	Summary
Council statement on its position	08073/2004	05/04/2004	CSL	
Council position	05762/1/2004	14/04/2004	CSL	Summary
Commission communication on Council's position	COM(2004)0294	16/04/2004	EC	Summary
Committee recommendation tabled for plenary, 2nd reading	A5-0278/2004	19/04/2004	EP	
Text adopted by Parliament, 2nd reading	T5-0332/2004 OJ C 104 30.04.2004, p. 0422-0619 E	21/04/2004	EP	Summary
Follow-up document	COM(2006)0490	13/09/2006	EC	Summary

Additional information

European Commission	EUR-Lex
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Final act

Decision 2004/884 OJ L 201 07.06.2004, p. 0001-0055 Summary
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PURPOSE: To amend EU guidelines on the trans-European transport network (TEN-T). **CONTENT:** Guidelines spelling out the EU's priorities for the completion of the trans-European transport network are enshrined in Council Decision 1692/96/EC. A five year revision clause obliges the Commission to update, and where necessary, revise these guidelines taking into account economic and technological advances. Recommendations outlined in the White Paper on Transport have been taken on board by the Commission in its proposed amendments to the guidelines. The revision is a first step towards the presentation of a new T-TEN proposal awaited in 2004. Almost half of all goods and passenger traffic is handled by the T-TEN network thus establishing it as a major player in today's European transport establishment. The unprecedented increase in road, rail and air transport however has left the network suffering from overload fatigue. Congestion on the main arteries has become a matter of serious concern. Some 10% of the road network and 20% of the rail network are bottlenecks and one flight in three is delayed by more than 15 minutes. In a further assessment of the existing transport situation the Commission notes that there is a growing imbalance between transport modes. National governments are clearly channelling funds towards the completion of the road network at the expense of rail and air travel. A further gap in the completion of the European transport infrastructure is the linking of national projects to border regions. It would appear that whilst national priorities are progressing at a significant pace the vital linkage required to complete the trans-national nature of the project is failing to be realised. Bearing in mind these shortcomings the European Commission proposes that the new guidelines should focus less on large scale projects and more on a few clearly defined strategies. Resources should therefore be ploughed into: 1. Developing the network to reduce bottlenecks. 2. Completing the list of 14 priority projects, with a limited number of new projects. (Of the 14 projects established in 1994 only three have been completed). 3. Raising the minimum level of Community support from 10 to 20% for cross-border rail projects crossing natural barriers. Significant amongst the first of these priorities is the shift towards investing in the freight transport sector. This is foreseen through the completion and development of port connections, a high-speed network for passengers, integration of rail and air and the development of intelligent transport systems. Concerning the second priority and plans for a limited introduction of new priority projects, they are: - the high capacity rail link through the Pyrenees, the global satellite radio-navigation and positioning system (Galileo); the Eastern European high-speed train/combined transport system, the Fehmarn Belt bridge/tunnel between Denmark and Germany, improved navigability on the Danube between Straubing and Vilshofen, interoperability of the high-speed Iberian rail network, adding the mixed freight/high speed line between Montpellier and Nimes, extending the Brenner project from Munich to Verona to add to the Verona-Naples route and the Bologna-Milan branch. The cost is expected to mount to EUR 66 billion and will be secured through national, regional and Community public and private funds. Lastly, concerning financial support for critical cross-border projects, this has been devised in an attempt to boost trans-frontier linkages. Experience has shown that in some cases, especially where cross-border rail projects are concerned the current maximum level of support at 10% is not enough to encourage public or private investment. Hence the decision to increase the threshold to 20%.

Guidelines for the development of the trans-European transport network

The committee adopted the report by Philip BRADBURN (EPP-ED, UK) broadly approving the proposal under the codecision procedure (1st reading), subject to a number of amendments. It welcomed the Commission's proposed interim revision of the TENs guidelines and did not propose any changes to Annex III containing the list of specific projects. However, to ensure that Member States implemented the projects within a reasonable time-scale, it proposed that projects should be removed from the list if they had not been completed within 15 years. The committee was also concerned to ensure that the Trans-European Network did not focus too much on certain modes of transport (such as rail transport and inland waterways) which were not economically viable in some Member States because of geographic and demographic factors. It therefore adopted a number of amendments aimed at achieving a balance. For example, it stressed that multi-modality required a recognition of the role of road networks, where appropriate, in the process of integration of all modes of transport. It also wanted particular attention to be paid to the development of regional airports and inter-regional air services, thus helping to make the regions more accessible while at the same time easing congestion at major airports. Moreover, the committee adopted several amendments aimed at ensuring that sea transport (long-distance shipping as well as short-sea shipping) would also be fully integrated into an interoperable network. Other recommendations in the report included reinforcing environmental protection and developing links between the EU's neighbouring countries and the Member States to prevent bottlenecks from forming at the EU's external borders. Lastly, the committee wanted the Commission to report to Parliament every two years on the implementation of the guidelines.

Guidelines for the development of the trans-European transport network

The European Parliament adopted the report drafted by Philip BRADBURN (EPP-ED, UK) on the trans-European transport network. (Please refer to the document dated 18/04/02.) Parliament stated that the network must: -ensure the sustainable mobility of persons and goods within an area without internal frontiers under the best possible social and safety conditions, while helping to achieve the Community's objectives, particularly regarding the environment and competition, and contribute to strengthening economic and social cohesion; -be fully compatible with Community environmental legislation; -contribute to decoupling economic growth from transport growth and therefore to reducing the latter; -offer users high-quality infrastructure on acceptable economic terms; -include all modes of transport, taking account of their comparative advantages; -allow the optimal use of existing capacities; -be, insofar as possible, interoperable within modes of transport and encourage intermodality between the different modes of transport; -be, insofar as possible, economically viable; -cover the whole territory of the Member States so as to facilitate access in general, and link island, landlocked and peripheral regions to the central regions and interlink without bottlenecks the major conurbations and regions; -be capable of connection to EFTA states and CEEC and Mediterranean states. ?

Guidelines for the development of the trans-European transport network

The modified proposal incorporates the text or substance of the Parliament's amendments aiming at strengthening certain elements or clarifying the text of the initial proposal. With regard to Recitals, the following elements have been integrated: - the inclusion of 'international mobility' as a key objective of the TEN-T policy; - a reference to the need to improve the consistency between the TEN-T guidelines and the programming of financial instruments available at Community level (Structural Funds, Cohesion Fund, and the TEN budget); - a reference to promotion, as a priority, of modes of transport that cause less damage to the environment; - a reference to the environmental assessment for new plans and programmes, as envisaged by Directive 2001/42/CE; - a reference to the objectives set out in the White Paper: 'European Transport policy for 2010: time to decide'; in particular the objective of decoupling economic and transport growth and in this context reducing traffic congestion, especially on roads, and promoting a modal shift; - a reference to the promotion of inland waterway shipping is included; - a

reference to the future revision of the guidelines and short sea shipping; - In recital 11, a clarification on the preparation of the extension of the TEN-T to the Candidate Countries; - a reference to the consequences of enlargement on the appropriations for the transeuropean networks in the next financial perspective. As regards the priorities of the guidelines, the following elements have been integrated: - a reference to the objective of balanced territorial development in the second priority; - the strengthening in the fourth priority of the measures to promote short sea shipping and inland shipping; - the strengthening in the sixth priority of the objective of promoting intermodality by establishing intermodal terminals or deploying intelligent transport systems. As regards environmental protection, the following elements have been modified in response to one of the European Parliament's amendments giving a stronger role to the Commission to carry out strategic environmental assessment and to develop methods to carry out such assessment. The initial proposal is amended in order to clarify the co-ordinating role of the Committee established under Article 18.2. In addition, it is indicated that the Commission shall continue to develop improved methods of analysis for strategically assessing the environmental impact (as well as economic, safety and social impacts) of the whole network and for implementing the environmental assessments, referred to in the Directive 2001/42/EC on the crossborder corridors and projects. As well as these clarifications, it should be noted that the amended proposal covers a broader range of infrastructures and facilities allowing integration of rail transport services with air transport services but also with road and maritime transport services; - includes River Information Systems as part of the inlandwaterway trans-European network; - indicates that the report on the implementation of the guidelines shall be produced every two years and shall contain information on the breakdown between national, Community and other funding.?

Guidelines for the development of the trans-European transport network

The committee adopted the report by Philip BRADBURN (EPP-ED, UK) amending the proposal under the 1st reading of the codecision procedure: - waterways or canals which link two European motorways of the sea and help to shorten sea routes, increase efficiency and save shipping time should form part of the trans-European network of motorways of the sea; - Parliament should be consulted about the designation of a "European Coordinator". Moreover, the progress reports the Coordinator is required to prepare for the Commission should also be addressed to Parliament so that it can monitor progress properly; - the Commission should draw up a report every three years on the progress of priority projects and the level of involvement of the various financial partners concerned. If it proposes any amendments to the list of priority projects in Annex III, the Council and Parliament should be fully involved in this process under the codecision procedure; - funding should be concentrated on the priority projects, i.e. the projects in Annex III declared to be of European interest. Determination of the projects in Annex III is governed solely by the codecision procedure as laid down in the Treaty, and the committee specified that any arbitrary setting of priorities with regard to those projects should be inadmissible. MEPs were concerned that the codecision procedure should not be circumvented by the "Quick Start" initiative, adopted by the Transport Council in December 2003, which identifies a number of component projects, chosen from within the TENs 29 corridors, on which Community funding should be focused over the next three years. In another amendment, the committee attempted to provide a legal basis for the 'Quick Start' initiative by stating that the Commission could propose to Parliament and Council that some of the Annex III projects be pushed ahead as a priority; - Parliament should also be consulted before any withdrawal of the classification of a project as a project of European interest. Other amendments sought to modify some of the 29 projects listed in Annex III. In particular, MEPs felt that the current definition of Project 21 concerning motorways of the sea was too imprecise. They therefore called for the Commission to publish, within one year, "a list of specific projects upon which work may commence during the current programming period, for each of the seas concerned".?

Guidelines for the development of the trans-European transport network

The European Parliament adopted the resolution drafted by Philip BRADBURN (EPP-ED, UK) and made several amendments to the Commission's proposals. (Please see the document dated 17/02/2004.) Parliament also inserted the following amendments: -the projects of common interest of the trans-European network of motorways of the sea may also include activities which have wider benefits and are not linked to certain ports, such as ice-breaking, dredging operations and information systems, including traffic management and electronic reporting systems; -if the evaluation and enquiry procedures result in the conclusion that the project or projects in question are likely to have undesired social, economic or environmental consequences, Member States shall consult with the Commission with a view to mitigating such consequences, including the option of withdrawing the project or projects from the priority list; -the Community should concentrate its own resources on reinforcing the basic infrastructure before moving on to the construction of major infrastructure projects with a high economic and environmental impact; -the Commission shall publish a clear framework for financial intervention, annexed to the Community guidelines, which shall state the type of expenditure eligible in terms of equipment, infrastructure and start-up aid, and the procedures for intervention by the various sources of Community funding, namely the TEN budget, the ERDF and the Cohesion Fund; -waterways or canals which link two European motorways of the sea and make a substantial contribution to shortening sea routes, increasing efficiency and saving shipping time shall form part of the trans-European network of motorways of the sea; There are several amendments relating to the 29 priority projects selected by the Commission. Parliament withdrew the bridge project over the Straits of Messina from the priority list. The other amendments to the list of priority projects include: -extension of project 16 for the Sines-Madrid-Paris rail link; -on project 18, measures to improve navigability between Straubing and Vilshofen; -project 21 on motorways of the sea is redefined so that there is a distinction between the Atlantic zone and the North Sea zone. Furthermore, the Commission shall, within one year, identify and publish a list of specific projects upon which work may commence during the current programming period, for each of the seas concerned; -extension of project 25 regarding the Brno/Bratislava-Vienna motorway; -extension of Project 29 to the Black Sea; -two new projects, 29a and 29b. The first concerns the Seine-Schelde River; navigation project, and the second the Railway axis Praha-Linz-Ljubljana. Parliament called for its role in monitoring and controlling new TEN project designs to be enhanced. Parliament must be consulted if the Commission decides to withdraw a project from the priority list. Finally, an amendment introduces a legal basis for the Quick Start list establishing that the European Commission may propose to Parliament and the Council to take forward certain projects on a priority basis.?

Guidelines for the development of the trans-European transport network

The Council subscribes to the necessity that the Community legal framework governing the development of the trans-European transport network be adapted to the needs of an enlarged Europe so as to achieve a coherent, efficient and sustainable transport system. The Council introduced the following amendments: - as regards the "priorities" for the trans-European transport network : the Council highlights the importance of promoting the interconnection of national networks, whilst also taking into consideration the high transport costs of islands and

peripheral areas. The common position refers generally to the gradual achievement of an interoperable rail network including routes adapted for freight transport. The Council also subscribes to the promotion of long-distance and short sea shipping as well as to the development of sustainable mobility of persons and goods; - environmental protection in the framework of transport projects: the Council clearly states that that Member States shall take account of the results of environmental assessments in the preparation of plans and programmes. The Commission shall consider these results in its report on the guidelines and in possible legislative proposals for their review; - introduction of the new concept of the "motorways of the sea": the specific projects - which give concrete expression to the concept of "motorways of the sea" - shall be defined by the Commission within 3 years. The Council is of the opinion that this new framework should also allow for existing links to be improved; in that regard, it should be possible to promote transport of persons and goods, when freight is dominant. The common position states unequivocally that public funding (start-up aid) in the framework of "motorways of the sea" may not lead to distortions of competition. This aid should be granted on the basis of the same criteria as those applicable under the Marco Polo programme, whilst the granting of Community financial assistance under the two instruments should not be cumulative; - the Council endorses the possibility to designate an European Coordinator in order to coordinate the implementation of projects. The Council emphasises in its common position the particular competence of the Coordinator for cross-border projects and the importance of the cooperation with Member States in fulfilling the tasks assigned to the Coordinator; - with regard to the projects of common interest, which are considered priority projects : the Council's common position underlines the importance of speeding up the implementation of the TEN-T projects, the Council welcomes the provisions on the declaration of European interest for Trans-national projects (Article 19a), which will allow a priority treatment of these projects in the framework of the Community funding. The Council states that this declaration is made in accordance with the Treaty. Given that cooperation between all Member States is a main element for the realisation of the projects, the Council deems it appropriate that the Commission consults all Member States concerned in case of a significant delay. Considering the financial and technical importance of the projects, the situation shall be examined by the Commission in an active follow-up, possibly resulting in the adoption of appropriate measures, while Member States have the opportunity to submit observations. The Commission should refrain from any measure that would penalise a Member State not responsible for the delay. As regards coordinated actions and trans-national enquiries concerning technically and financially indivisible cross-border sections, the Council is of the view that the Member States concerned shall deploy their best efforts within the existing framework. The Council could agree to the list of priority projects as proposed by the Commission - which was established on the basis of the work of the Van Miert High Level Group -, on which work should start before 2010; for technical reasons, one project was added to the list. The Council's common position incorporates the main features of the amendments as adopted by the European Parliament in its first reading of the proposal of 30 May 2002 and its renewed referral of 11 March 2004 respectively. However, and as a matter of principle, in the common position, no reference is made to specific projects in the text of the recitals or in that of the enacting terms; such references can only be found in Annex III, where the projects are clearly identified. - the Council shares Parliament's view that, in accordance with the provisions of the Treaty, any decision on Community guidelines for the development of trans-European transport network, including on specific projects following these guidelines, has to be taken via the co-decision procedure; - the Council shares Parliament's concerns in relation to the protection of the environment in the framework of the preparation and realisation of transport projects. The provisions on the strategic environmental assessment have been adapted accordingly; - fully in keeping with Parliament's opinion, the Council has introduced some modifications of the text in order to underline the necessity of territorial cohesion by linking islands, peripheral regions and regional airports to the network. Furthermore, the common position reflects the Council's agreement with Parliament concerning the importance of inland waterways; - like Parliament, the Council is of the opinion that public support in the form of start-up aid for "motorways of the sea" projects should not lead to distortion of competition. The Council also endorses that waterways or canals linking two motorways of the sea or sections thereof shall be part of the TEN-T and that activities ensuring year-round navigability may form a project; - as regards the European Coordinator, the Council adheres to Parliament's view that the Parliament has a role to play in the designation of Coordinator and should be informed about his work. The common position reflects furthermore the importance of the consultation of regional and local authorities; - finally, Annex III on priority projects: several amendments to priority projects in Annex III of the Parliament are accepted: clarification of alignment at Divaca and Ronchi south in project 6; explicit mention of Algeciras-Bobadilla freight line as part of project 16; explicit mention of the North/Baltic Sea canal; inclusion of Prague-Linz as a branch of project 22. The inland waterway project Seine-Scheldt is also accepted as a new project no 30, as it supported both by the Common Position and the Parliament. ?

Guidelines for the development of the trans-European transport network

The Council considers that the common position adopted unanimously is faithful to the aims and spirit of the Commission's proposal. The Commission can therefore approve the common position. The common position includes, either in letter or spirit, many of the amendments adopted by the European Parliament in the first two readings. There is consequently a high level of agreement between the Council, Parliament and the Commission on the key aspects of the proposal.?

Guidelines for the development of the trans-European transport network

The European Parliament adopted a resolution drafted by Philip Charles BRADBOURN (EPP-ED, UK) and approved the common position.?

Guidelines for the development of the trans-European transport network

PURPOSE : to amend Community guidelines on the trans-European transport network (TEN-T). LEGISLATIVE ACT : Decision 884/2004/EC of the European Parliament and of the Council amending Decision 1692/96/EC on Community guidelines for the development of the trans-European transport network. CONTENT : Decision 1692/96/EC laid down Community guidelines for the trans-European transport network, identifying projects of common interest intended to contribute to the development of that network and, in Annex III, identifying the specific projects to which the European Council attached particular importance at its meetings in Essen in 1994 and in Dublin in 1996. Since then, growth in traffic, in particular due to the growing share of heavy goods vehicles, has resulted in increased congestion and bottlenecks on international transport corridors. The revised guidelines give priority, where appropriate, to infrastructure investment for railways, inland waterways, short sea shipping, intermodal operations and effective interconnections. In addition, EU enlargement and the need to achieve an infrastructure network capable of meeting growing needs, together with the fact that it could take over ten years to complete some of the priority projects, called for re-examination of the list of projects in Annex III to Decision 1692/96/EC. Annex III of the revised guidelines give the list of priority projects. The revised guidelines are also a response to the need to remove bottlenecks and/or complete missing links for the

movement of goods (transit) across natural or other barriers or across borders. The priorities are: - development of the key links needed to eliminate bottlenecks, fill in missing sections and complete the main routes, especially their cross-border sections, cross natural barriers, and improve interoperability on major routes; - development of infrastructure which promotes the interconnection of national networks in order to facilitate the linkage of islands, or areas similar to islands, and landlocked, peripheral and outermost regions on the one hand and the central regions of the Community on the other, in particular to reduce the high transport costs of these areas; - the necessary measures for the gradual achievement of an interoperable rail network, including, where feasible, routes adapted for freight transport; - the necessary measures to promote long-distance, short sea and inland shipping; - the necessary measures to integrate rail and air transport, especially through rail access to airports, whenever appropriate, and the infrastructures and installations needed; - optimisation of the capacity and efficiency of existing and new infrastructure, promotion of intermodality and improvement of the safety and reliability of the network by establishing intermodal terminals and their access infrastructure and/or by deploying intelligent systems; - integration of safety and environmental concerns in the design and implementation of the trans-European transport network; - development of sustainable mobility of persons and goods in accordance with the objectives of the European Union on sustainable development. The main points are as follows: - the priority projects reflect their potential economic viability, the degree of commitment on the part of the Member States concerned to keeping to a timetable agreed in advance in the programming of projects, their impact on the mobility of goods and persons between Member States, and their impact on cohesion and sustainable development; - environmental protection requirements are integrated into the definition and implementation of Community policy in the field of the trans-European networks. This entails the promotion as a priority of infrastructure for transport modes that cause less damage to the environment, namely rail transport, short sea shipping and inland waterways shipping. Environmental assessment pursuant to Directive 2001/42/EC will be carried out for all plans and programmes leading to projects of common interest. Funding for transport infrastructure will also be conditional on compliance with the provisions of Community environmental legislation, in particular Council Directive 85/337/EEC and Council Directives 79/409/EEC and 92/43/EEC; - the lines of the Trans-European Rail Freight Network will be considered as part of the rail network defined by the guidelines set out in Decision No 1692/96/EC so that they can benefit from investments and attract traffic from the road; - mechanisms are put in place to support the development of motorways of the sea between Member States in order to reduce road congestion and/or improve access to peripheral and island regions and States. The establishment of such mechanisms, backed up by tendering procedures, must be transparent and geared to needs; - the granting of Community financial assistance under this instruments and the Marco Polo programme must not be cumulative. - the Commission may designate a European Coordinator in order to facilitate the coordinated implementation of certain projects, in particular cross-border projects or sections of cross-border projects included among the projects declared to be of European interest. ENTRY INTO FORCE : 20 May 2004.?

Guidelines for the development of the trans-European transport network

This is the first annual report on the European Coordinators whose aim is to facilitate progress on the completion of certain trans-European network projects. The creation of the European Co-ordinators reflects the realisation that the major trans-European transport networks require considerable coordination between the Member States if they are to be successfully completed. In a bid to overcome the difficulties caused by the way in which investment procedures and decisions are compartmentalised within the Member States, a 2004 Decision on 'guidelines for the development of the trans-European transport network' enabled the Commission to designate six European Co-ordinators.

Having consulted both the European Parliament and the Member States, a list of six co-ordinators were approved. They are: Loyola de Palacio, Karel Van Miert, Étienne Davignon, Péter Balázs, Pavel Telicka and Karel Vinck.

A precise mandate for action was subsequently drawn-up by the Commission. Under the terms of this mandate the Co-ordinators are required to prepare annual reports on progress made in implementing trans-European transport network projects. They are also mandated to offer their assistance to the Commission in the programming of Community financial aid for the period 2007-2013.

The first report prepared by the Co-ordinators covers the period July 2005 - June 2006 - a period in which there was a high degree of uncertainty about the Community's financial support, given that the inter-institutional agreement on the EU's financial framework was only finalised in May 2006.

In their first major interim report, the Co-ordinators note that for many cross-border projects Community funding is decisive given that many Member States have difficulty bearing the financial cost on their own. The Co-ordinators also made note of the fact that an 'over-all' approach is essential to the realisation of many projects and that it is vital that common planning and management structures are set up. Some already do exist - whilst others are in the process of being set up on the advice of the European Co-ordinators. The presence of a European Co-ordinator has had very positive impact on strengthening dialogue between the various interested parties.

The main recommendations of the European co-ordinators are:

- To concentrate available funds on cross-border sections and on those which offer a high level of Community added value.
- To prioritise major bottlenecks in order to contribute to the completion of a genuine trans-European, inter-connected and inter-operable network.
- To focus, right from the beginning of the design phase, on inter-operability.
- To offer higher levels of co-funding as an incentive to the Member States so that they begin work on cross-border projects.

For these recommendations to bear fruit, the co-ordinators stress the importance of optimum co-ordination. Further, special attention to trans-European transport projects should be given within the context of the National Strategic Reference programmes and the Structural/ Cohesion Funds.

The Commission concludes that the designation of European Co-coordinators for the five priority corridors and for the horizontal project ERTMS has been very positive. The European Co-ordinators are well recognised and received at both a national and local level. Further, their activities are transparent and open to scrutiny. Whilst the Co-ordinators' contribution is hard to quantify they nevertheless have proven themselves important players in pushing projects through. The Co-ordinators, for example, were decisive in concluding certain agreements and have been responsible for obtaining firm official commitments from the Member State to either carry-out studies or launch activities - decisions, which a few months ago would have been inconceivable.