

# Study on permitting and facilitating the preparation of TEN-T core network projects

## *Annex 5: Summary report on public consultation*

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The views expressed herein are those of the consultants alone and do not necessarily represent the official views of the European Commission.

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# 1. INTRODUCTION

## 1.1 PURPOSE OF THE PUBLIC CONSULTATION

This report presents the results of the online consultation, organised as part of the study on Permitting and facilitating the preparation of TEN-T core network projects. The consultation was launched on 17 June 2016 and remained opened for a period of twelve weeks, until 5 September 2016.

The consultation asked for opinions on possible options to streamline and facilitate the permitting, procurement and state aid procedures for TEN-T core network projects, and invited respondents to comment on the impact of proposed options and suggest any further possible options. The questionnaire is available in Annex 1.

Names and organisations of respondents have not been mentioned in this report. Respondents are only identified by their category (individuals, national government, regional or local authority, project developer, company, business organisation). All direct quotations are from respondents who accepted their contribution to be published.

## 1.2 RESPONDENTS

The initial part of the questionnaire asked respondents to provide some background information on themselves.

In total, 88 responses to the questionnaire were received, including 84 from 21 Member States and four responses from non-EU Member States (Norway, Serbia and Switzerland). Of these, 21 were received from individuals, and 67 from organisations, consisting mainly of public authorities (14 national governments, 20 regional, local or municipal authorities). In addition, three organisations (one national government and two industry associations) sent written contributions<sup>1</sup>.

**Table 1: Breakdown of responses by type of organisation**

Type of organisation	Number of respondents
A regional/local/municipal authority	20
A national government	14
A company (other than project developer)	10
A project developer (public or private)	8
An industrial interest group, business association, sectoral association	6
Other:	9
• Port authority / Port Governance Agency	2
• Executive agency	1
• Intergovernmental organisation	1
• Public sector undertaking	1
• Allocation Body	1
• Bi-national society	1

<sup>1</sup> As these contributions did not explicitly answer the questions of the consultation, they were not included in this report, but integrated to the evidence base for the study.

Responses were received from most EU Member States. The largest samples of answers are coming from countries with large TEN-T projects (Italy, Poland, Germany and France).

**Table 2: Breakdown of responses by Member States**

Member States	Number of respondents
Italy	12
Poland	9
Germany	9
France	7
Belgium	6
Portugal	5
Greece	4
Sweden	4
Netherlands	3
Slovenia	3
Spain	3
Bulgaria	3
Austria	3
Denmark	2
Czech Republic	2
Romania	2
Latvia	2
Lithuania	2
Luxembourg	1
Slovak Republic	1
Hungary	1

Non EU Member State:	3
Norway	1
Serbia	2
Switzerland	1

Largest samples of answers were received from stakeholders whose activities do not focus on a particular mode, from rail stakeholders and waterborne transport stakeholders. Stakeholders whose activities do not focus on a particular mode are essentially national and regional/local authorities.

**Table 3: Breakdown of responses by mode**

Focus of activity	Number of respondents
No focus on a particular mode	29
Rail	23

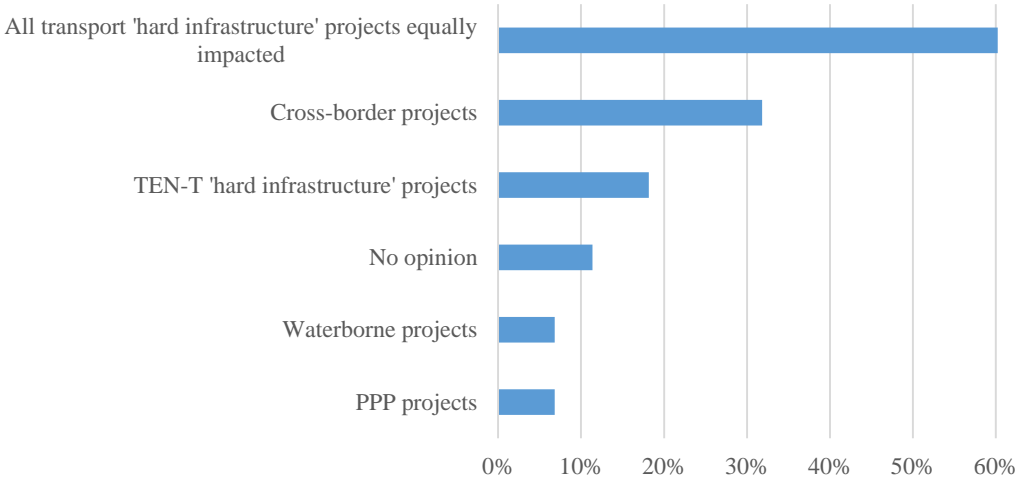
Maritime transport and ports	17
Road	8
Inland waterways and ports	6
Air transport	5

## 2. OVERVIEW OF RESULTS

### 2.1 STREAMLINING PERMITTING PROCEDURES

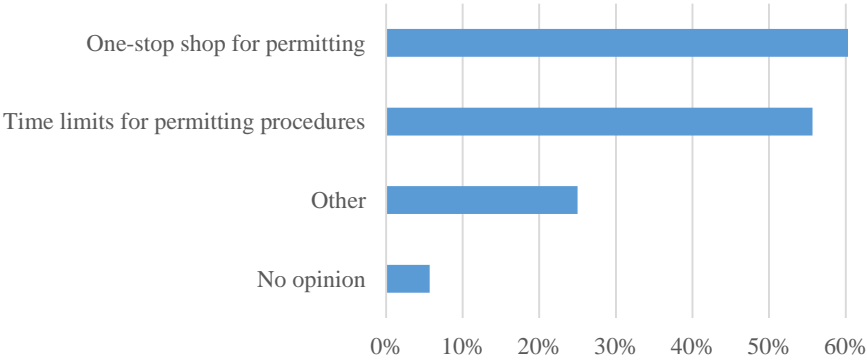
When asked which projects they considered most impacted by regulatory and administrative obstacles in permitting, the majority of respondents (60%) replied that all hard infrastructure projects are equally impacted, regardless of their nature, and location on the TEN-T network. Cross-border projects were however considered more impacted by 28% of respondents, mostly individuals, project developers and regional/local authorities.

**Figure 1: Question 17: Which TEN-T projects would you consider as most impacted by regulatory and administrative obstacles related to permitting?**



61% of respondents think that a one-stop-shop for permitting should be established to facilitate the preparation and permitting of TEN-T projects. 56% answered that time limits should be established and 35% recommended a combination of both measures.

**Figure 2: Question 18: What measures should be applied to TEN-T projects to facilitate their permitting and preparation?**



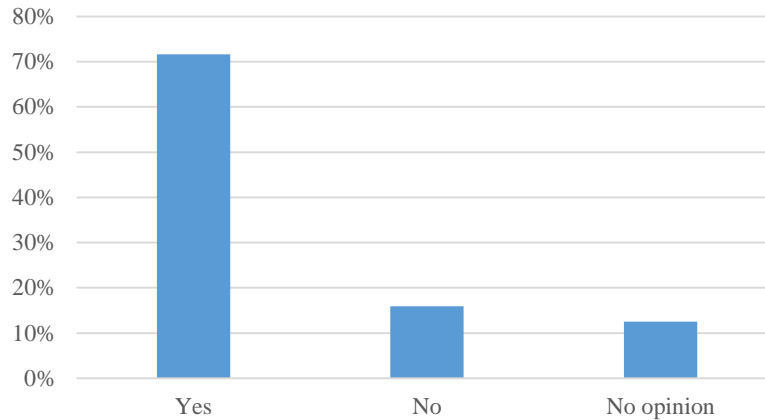
22 respondents replied 'other'. As many answers are similar to the answers provided to question 28 below, propositions made in both questions have been grouped in section 2.1.3.



### 2.1.1 One-stop-shop

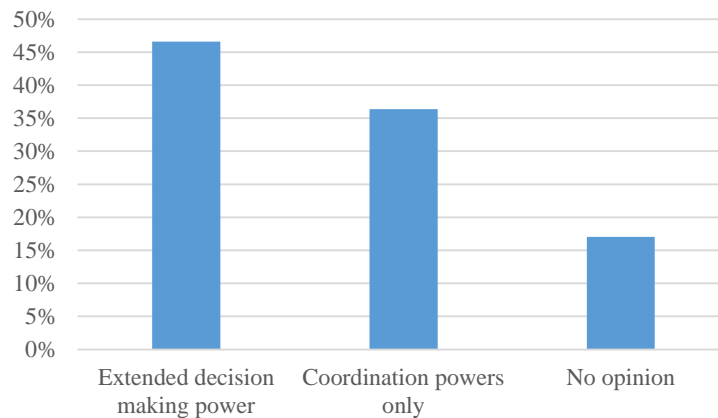
The majority of respondents (72%) consider that the establishment of a one-stop shop would contribute to accelerate the permitting of TEN-T projects. Respondents that do not support the establishment of a one-stop-shop are mainly individuals and regional/local authorities.

**Figure 3: Question 20: In your view, would a one-stop-shop assist in facilitating and accelerating the permitting of TEN-T projects?**



47% of respondents stated that the one-stop-shop should have extended decision-making power, while 36% think it should only have coordinating powers.

**Figure 4: Question 21: What level of authority should a one-stop-shop have in the permitting of TEN-T projects?**



**Table 4: Question 21, breakdown per category of respondents**

	Individuals	Company	National government	Project developer	Regional/local authority	Business association	Other
Coordination powers only	55%	20%	21%	38%	35%	0%	56%
Extended decision making power,	40%	70%	50%	50%	45%	50%	33%
No opinion	5%	10%	29%	13%	20%	50%	11%

When asked about the benefits and risks of establishing a one-stop-shop (question 22), the majority of respondents (31 out of the 63 that provided an answer to this question), see the acceleration of permitting procedure as the main benefit. 11 respondents stated that establishing a one-stop-shop would result in the concentration of the various processes; 11 mentioned in an increased certainty and simplified procedures for stakeholders, and 8 in a smoother coordination between authorities and resolution of contradictory interests and decisions.

Regarding risks, 10 respondents (out of 63) indicated that the one-stop-shop might face human and/or technical resources problems, if a high number of projects have to be dealt with at the same time. This could lead to additional delays instead of reducing the time needed to obtain a decision. Another risk mentioned by a number of stakeholders is the possibility that the one-stop-shop becomes an additional layer of governance, increasing bureaucracy instead of facilitating decision-making. A project developer stated in that respect that the one-stop-shop had to be clearly appointed with the support of other authorities involved, because, if only created on paper, the one-stop-shop will only create more obstacles for the project developer. 13 respondents also expressed concerned about the one-stop-shop concentrating too much powers in one place, not being neutral, and taking less account of regional and local interests, and of opinions of sectoral authorities consulted. Finally, in terms of feasibility, a small number of respondents suggested that the creation of a one-stop-shop would results in conflicts between national authorities involved in permitting procedures.

#### Comment from a project developer

Risks: in our opinion, a one stop-shop approach is only successful if all the bodies (usually governmental) that give up their prerogatives have common goals. Depending on the political climate, this may be very difficult to achieve, but, otherwise, the implementation of the one-stop-shop may lead to more bureaucracy, and longer processes. It is essential that the one stop-shop for permitting procedures has clearly appointed and well respected sponsors, as well as authority and resources - generally there is a risk that when introduced on paper only, it will create more hurdles for the applicant. Another risk relates to the appeal procedures - in a case of a cross-agency body it needs to be clearly determined what is the appeal procedure and who is responsible for it.

Benefits: if set up successfully, it should considerably speed up the process, both in terms of individual permits being acquired and the lead time (time between acquiring one permit and applying for the next one necessary in the process). It should limit the number of permits being applied for (a centralised body can easily determine that a specific permit will not be granted for a specific project, without the organisation going through the processes of acquiring some of them). It also allows the government for better collection of feedback from the private sector and better learning curve in terms of the permit process and creating very resource-effective advisory function for the partners (both public and private) acquiring permits. In term of the private sector it should minimise the uncertainty of the permit acquisition project (how much it will cost, how long will it take, can it get terminated towards the end of the process).

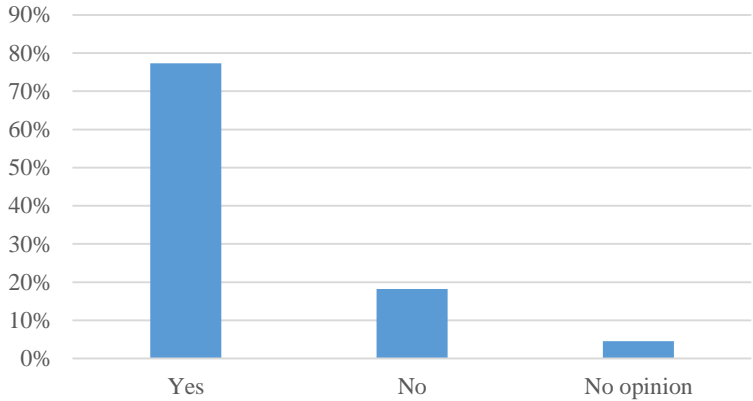
Respondents were asked what role or powers should the one-stop-shop have, if such a body were to be

created, to facilitate the implementation of TEN-T projects (question 23). 16 respondents (out of 59 who replied to this question) stated that the one-stop-shop should have full decision-making power and six respondents that it should have decision-making powers, without further specifying the extent of these powers. 17 respondents stated on the contrary that the one-stop-shop should have a facilitation and coordination role. In addition, according to some respondents, the one-stop-shop would particularly assists in arbitrating between different interests and authorities (6 respondents), assisting project developers in preparing their application (6 respondents), imposing and ensuring the respect of a time schedule (4 respondents) and ensuring that TEN-T projects are given priority in administrative procedures (2 respondents).

**2.1.2 Time-limits**

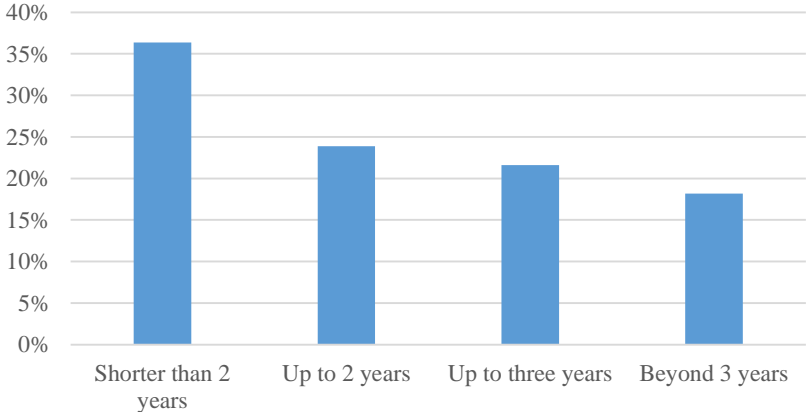
The majority of respondents (77%) consider that an overall time-limit would be useful in accelerating the permitting procedure. National governments are the category of respondents least in favour of an overall time-limit, with 64% in favour, and 29% against.

**Figure 5: Question 24: Would you consider an overall time-limit for the permitting of TEN-T projects useful in accelerating the permitting process?**



Respondents are generally in favour of establishing a short time-limit. 60% of respondents think that an appropriate time-limit would be up to two years or shorter, while the other 40% support a longer time-limit of three years or beyond. National governments support longer time limits than other categories of respondents. 43% of them think a time-limit beyond three years would be appropriate.

**Figure 6: Question 25: What would you consider an appropriate overall time-limit for the permitting of TEN-T projects?**



**Table 5: Question 25, breakdown per category of respondents**

	Individuals	Company	National government	Project developer	Regional/local authority	Business association	Other
Beyond 3 years	20%	10 %	43%	0%	15%	17%	11%
Shorter than 2 years	30%	50%	21%	50%	40%	0%	67%
Up to 2 years	20%	20%	29%	25%	25%	33%	11%
Up to three years	30%	20%	7%	25%	20%	50%	11%

When asked about the benefits and risks of establishing an overall time-limit (question 26), respondents see as main benefits the acceleration of permitting procedures (20 respondents out of 52 that provided a comment), an increased predictability for project developers and investors who have then a clear timeframe and are able to plan for the next steps of the project (12 respondents), and a more efficient management and coordination of the permitting procedure by the authority (7 respondents) as the authority is responsible to ensure that the time-limit is respected. For example, a regional authority explained that: ‘The benefit of an overall time limit for permitting is setting an objective and requiring that efforts are made by all relevant actors in order to comply with it. It puts more responsibility on the side of the permitting authority and creates the possibility to give sanctions to the permitting authority when the time limits are not respected.’

A number of respondents (9) expressed concerns on the feasibility of applying the same time-limit to all TEN-T projects, as projects vary greatly in scope and complexity, characteristics which can have a significant impact on the timeframe of the project. Among other risks, 8 respondents have pointed out that time-limits might not be respected and fail to accelerate the procedure, or even be counter-productive, leading to more TEN-T project being rejected by the authority if there is not sufficient time to complete the procedure by the deadline (7 respondents), and putting unnecessary pressure on the authority, that might expedite insufficiently justified decisions. Several respondents added that the time-limit should not prevent high quality environmental assessment and technical studies, and therefore leave sufficient time for the applicant to provide the additional documentation or data requested by the authority in the course of the procedure. Finally a few respondents mentioned that sufficient time should also be available to guarantee the public acceptance of the project.

#### Comment from a regional authority

The benefit of an overall time limit for permitting is setting an objective and requiring that efforts are made by all relevant actors in order to comply with it. It puts more responsibility on the side of the permitting authority and creates the possibility to give sanctions to the permitting authority when the time limits are not respected. For example: a reaction/advise that is too late has no value and has to be considered as non-existing.

A time limit for permitting may lead more easily to a negative decision (the refusal of the permit) when time is running out. There may not be enough man-power to examine the applications in time.

A single stringent time limit may also not be suitable for all projects. TEN-T projects may differ greatly in scope, constraints and complexity and are often unique.

It has to be taken in account that a certain procedure (e.g. EIA) may reveal the need for further investigation of for amendments to the project. A fixed time limit should not prevent a high-quality research and survey.

Sufficient time should be available for the technical elaboration of the projects while going through the permitting procedures.

### 2.1.3 Other measures for the streamlining of permitting procedures

37 respondents stated that there are additional measures that would facilitate and accelerate permitting procedures of TEN-T projects. Responses were very varied and included a number of measures or best practices that could be implemented either at national or EU level:

#### Permitting procedures:

- Improved public participation (three respondents)
- Single public participation step and avoid duplication (one respondent)
- Better coordination of the various players involved (two respondents)
- Better planning (two respondents)
- Improve project promoters engagement in permitting procedures (one respondent)
- Strongly support the preparation of the project proposal since initial drafting phase (one respondent)
- Stable regulatory environment (three respondent)
- Time limits for completion of projects with loss of EU funding as sanction if the time-limit is not respected (one respondent)

#### Assessments of environmental impacts:

- Concentrating the resources on the evaluation of especially significant environmental impacts (one respondent)
- Reduce documentation in application to only the necessary (two respondents)
- EU guidance on Article 4.7 of WFD (one respondent)
- EU guidance for the assessment of the effects of infrastructure projects on the environmental objectives of the WFD (one respondent)

#### Cross-border projects:

- Guidelines on cross-border projects (three respondents)
- Harmonised procedures for cross-border projects (three respondents)
- Bilateral agreements for cross-border projects (one respondent)

#### Appeals

- Limit suspensive effect of appeals (two respondents)
- Appeals limited in time, only open to parties with a legitimate interest (one respondent)
- Single jurisdiction for appeal (one respondent)

#### Other:

- Map showing completion status of projects including all stages of infrastructure development (one respondent)
- Binding economic assessment of a project (one respondent)
- Evaluation study concerning the preparation processes related to the TSI-regulations (one respondent)
- Common online platform (one respondent)

#### Comment from a national government

Environmental impact assessment is required in most TEN-T projects. Public participation is always part of the EIA process. It is very important to improve and incorporate public participation into environmental decision-making. Public involvement is often reduced to a procedural exercise instead of a substantive process to include the public in environmental decision making. For this reason, involving the community participation in decision-making process often helps to avoid the public obstruction of decisions.

### Comment from a project developer

Reducing the depth of evaluation and concentrating the resources on the evaluation of especially significant environmental impacts as well as potential risks of projects would be of particular importance. An EU-wide standard for an appropriate depth of evaluation that would be binding for all member states would be desirable and help to accelerate permitting procedures.

Reshaping the rights of parties to the permitting procedures with the aim of accelerating the procedures

Introducing an appropriate privileged treatment of infrastructure projects which are of public interest (especially TEN-T projects)

### Comment from a project developer

A one-stop shop indeed centralizes and harmonizes permitting procedures whereas time limits guarantee an acceptable timeframe for all stakeholders, especially project holders and public authorities.

But these two measures represent only one part of the solution. More generally speaking, fast track procedures (that of course imply one-stop shop and time limits) could be set up for different key aspects of a project such as environmental and urban planning permitting, but also archeological investigations, expropriations procedures (including challenges on expropriations before Courts) and networks relocation.

Key is not only swift and coordinated decision-making, but also ensuring that legal certainty as regards the validity and effectiveness of such decisions is established as soon as possible. This requires inter alia that the possibility for legal challenges are clearly limited in time, only open to parties with a legitimate interest (importance of prior use of participation rights in the context of decision-making process), that review procedures are quick, and that the assessment of review bodies allows for a balancing of private interests of plaintiffs with public interests related to the project.

## 2.2 PUBLIC PROCUREMENT AND DEVELOPMENT OF PUBLIC-PRIVATE PARTNERSHIPS

### 2.2.1 Public procurement

Stakeholders were asked what measures could Member States and/or the EU take to make the public procurement of TEN-T projects more efficient (question 29). 71 respondents provided an answer to this question. Four respondents mentioned the upcoming implementation of the new Procurement Directives (three national governments, one company), and suggested that, since, improvements coming from the new legislation cannot be seen immediately, there should not be any new measures taken in the short term. In spite of the entry into force of the new Procurement Directives, 12 respondents suggested procurement rules should be simplified, although often not making the distinction between EU and national procurement legislation. However, three respondents clearly stated that the Procurement Directives should be reviewed to simplify procedures.

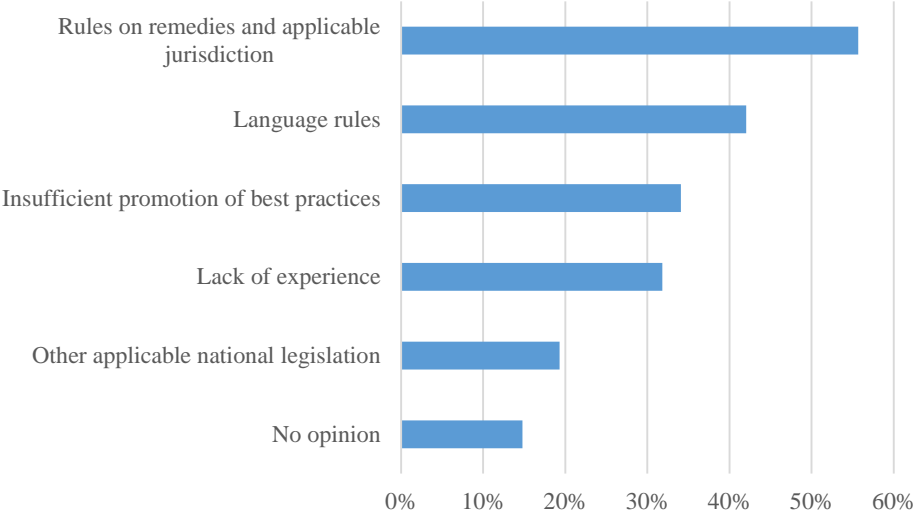
A number of respondents called for the alignment of procurement procedures across Member States, either by the publication of guidelines and the promotion of standard practices (5 respondents) or by the establishment of a standard procurement procedure at EU level (6 respondents). Some answers lacked clarity about the legal status of the EU level procedure and its application to all projects or only to cross-border projects. A small number of respondents proposed the establishment of standardisation tools, such as models for procurement documentation (1 respondent) or standard award criteria for different types of infrastructures, especially including non-financial criteria (2 respondents).

Respondents also proposed a list of measures that Member States could apply to increase the efficiency of procurement procedures, these include for example having a single jurisdiction for litigations, involving private investors early in the project preparation phase, introducing a pre-qualification process of tenderers, conducting preliminary market consultations, providing technical assistance to tenderers for tendering in another Member State, better considering innovation in award

criteria, switching to electronic submission and electronic auction in all Member States, providing in one place up-to-date information on national rules, having a common website listing public sector calls for tenders at national level, etc.

Over half of the respondents identified rules on remedies and applicable jurisdictions as the biggest challenge in cross-border procurement, followed by language rules (42% of respondents).

**Figure 7: Question 30: Some projects are located on both sides of an internal EU border. Although the main rules in public procurement are the same in all Member States, differences in carrying out public procurement exist between them. What would you consider to be the biggest challenge in applying national rules in a cross-border procurement?**



Stakeholders were asked how the procurement process for cross-border transport infrastructure could be improved (question 32). As in the previous question, respondents generally called for more standardized procurement procedures between Member States and guidelines for cross-border procurement. Nine respondents (out of the 41 who replied to this question) proposed the establishment of a European standard procedure, not always specifying whether this procedure should apply only to cross-border projects or more widely, and whether it should replace national procedures or be used as reference / guidance. The creation of a joint body coordinating the cross-border procurement procedure was mentioned by seven respondents.

**2.2.2 Public-private partnerships**

Respondents were asked to identify the key problems hindering the involvement of private investors in the development of transport infrastructure (question 33). According to 37 respondents (out of 83 that provided an answer to this question), the high costs of transport infrastructures, the long timeframe and the lack of certainty on the return-on-investment is the main deterrent for private investors. The management of risks involved in a large infrastructure project was also mentioned by 10 respondents.

**Comment from a regional authority**

A lot of (trans)port infrastructure does not generate a return (within a reasonable time frame). The public mission of [public] port authorities, namely optimising the added value of their port platform, allows them to build and maintain expensive port infrastructure without necessarily having a perspective on any return on investment (within a reasonable time frame). Private investors would not decide to invest on these terms. This is not (necessarily) a problem. It follows from the public nature of basic port infrastructure.

#### Comment from a company

Infrastructural development projects within the rail sector are not attractive for private investors due to a very limited return on investment (ROI). The enhancement of attractiveness of such projects towards private investors would only be possible by transferring a significant amount of risks towards the sponsor of such project (which mainly would be the state itself) leaving almost no advantages to the sponsor in relation to the private investor. (with all the risks the sponsor could do the project by himself)

Legislation and administrative procedures is the second key problem identified by stakeholders. The unstable regulatory framework has been mentioned by 13 respondents, the long permitting and procurement procedures, especially for cross-border projects, by 13 respondents and long remedies by three. The lack of knowledge and experience of authorities was mentioned by 12 respondents, and the lack of interest in PPPs of tendering authorities by 7 respondents. 4 respondents included changing Eurostat rules among the key problems.

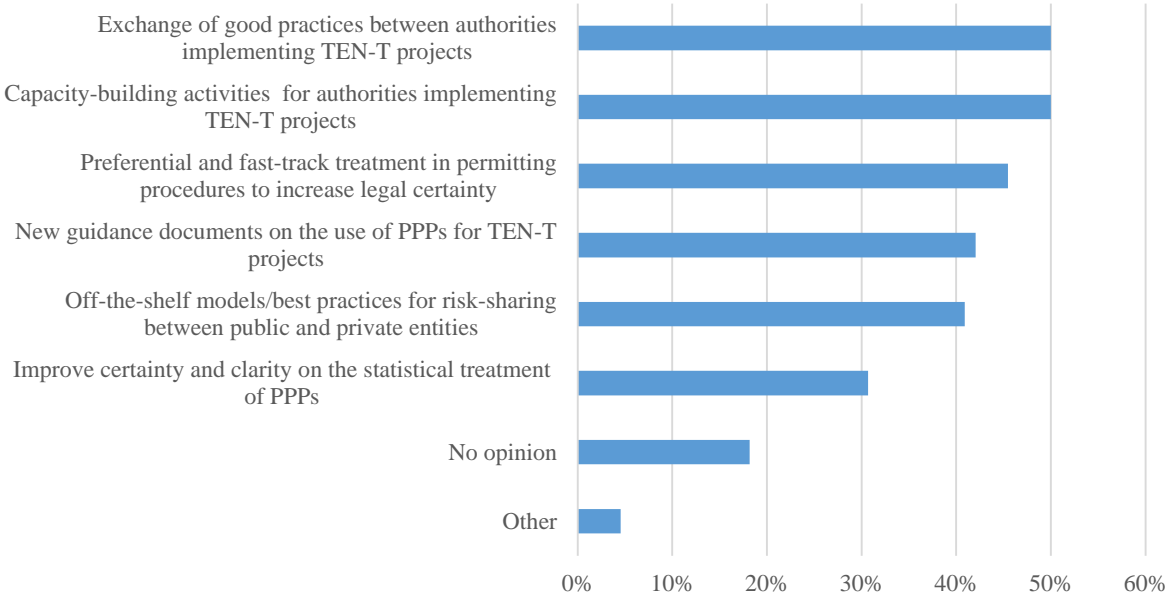
#### Comment from a project developer

The main problem for the private investors is the lack of consistent long-term policies and framework in terms of the transport infrastructure projects which leads to lack of steady environment and makes business and financial modelling next to impossible, which in turn makes it extremely difficult to assess return on investment and other financial indicators necessary to secure co-financing - as a result private investors that engage in transport infrastructure projects have to employ own equity capital, which is both less cost effective and more risky. This in turn limits the number of private investors interested in more complex projects to only those least risk averse. Moreover, it leads to an increased number of small, uncoordinated and more temporary projects being carried out, to meet only the most pressing needs without securing future demands and sustainability of transport infrastructure.

To facilitate the development of PPPs in TEN-T projects, respondents consider most useful the exchange of good practices between authorities implementing TEN-T projects (50% of respondents), capacity-building activities for authorities implementing TEN-T projects (50% of respondents). 45% of respondents support a preferential and fast-track treatment in permitting procedures to increase legal certainty. This option is more popular among project developers and business organisations.



**Figure 8: Question 34: What measures could be useful in facilitating the development of public-private partnerships for the delivery of TEN-T projects?**



Four respondents answered ‘other’. Two respondents added to the measures listed above the development of guidelines and standard procurement procedures for PPPs, together with capacity building in the form of a dedicated structure to provide standardized methodologies for contracting e.g. for risk mitigations and transfer, competitive dialogue with tenderers etc. and to support public administrations for launching PPP schemes. Similar comments were made in question 29 Comments mostly related to developing Member States capacity on PPPs (2 respondents) and developing PPP guidelines (2 respondents).

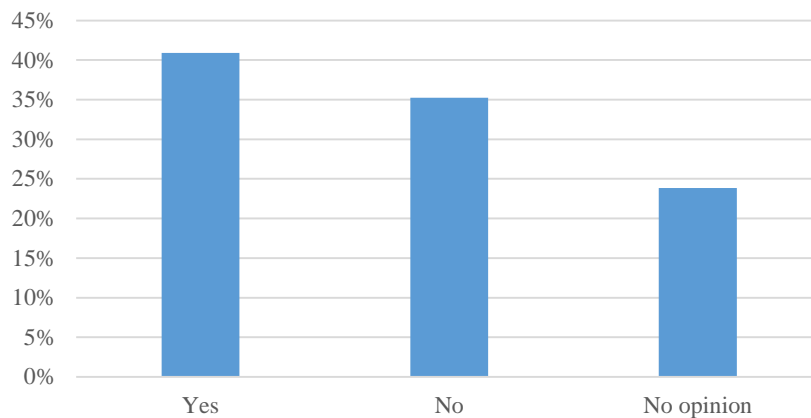
**Comment from a project developer**

‘As far as PPP projects are concerned, a set of complementary steps could be implemented and they apply to TEN-T projects. As outlined by the Christophersen report, there is a compelling need for a standalone technical assistance program aiming at developing Member States’ capacities to technically, economically and financially appraise infrastructure projects, evaluate their suitability to project finance schemes, prioritize them and develop a bankable project structure and the corresponding project documentation. This assistance could also encompass the development of standard procurement guidelines and procedures based on European best practices. In addition, some Member States would also highly benefit from EU support to devise an appropriate legal and regulatory framework for private investment in infrastructure and in particular for PPPs. Finally, early involvement of private investors in the project preparation phase can be instrumental to develop a sound and efficient project structure, which will attract many bidders and financing entities.’

Another respondent proposed European guarantees, or emission of bonds that ensure better costs of commercial banks funding. Finally, one respondent stated that the use of PPPs and the management of risks in such contracts is the sole responsibility of the authority or public planner.

When asked whether PPPs should benefit from preferential permitting procedures and/or other preferential treatment (question 36), respondents were very divided, with 41% of respondents stating they should, and 35% of respondents that they should not.

**Figure 9: Question 36: Should PPP and other schemes involving private investors in the TEN-T projects benefit from preferential permitting procedures and/or other preferential treatment?**



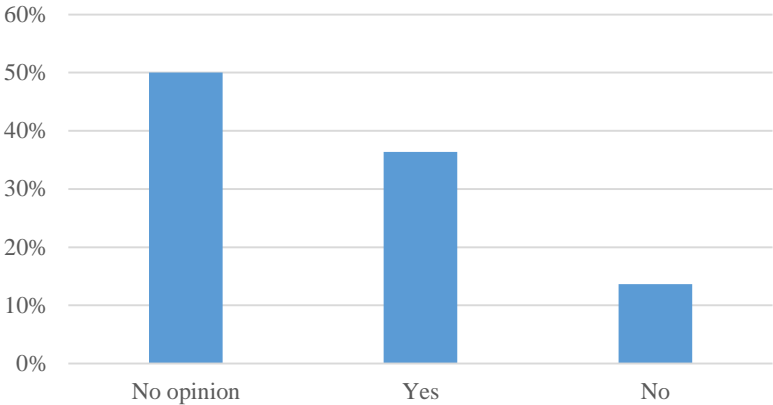
Respondents were asked what type of safeguards or preferential solutions would, according to them, increase the attractiveness of transport infrastructure projects for private investors against the risk for delays or long-lasting remedies (question 37). Based on the key problems identified in question 33, respondents logically see as best solutions guaranteed revenues for investors (7 respondents out of 26 that provided an answer to this question), faster permitting and procurement procedures (8 respondents), a stable regulatory framework for PPPs (5 respondents). Three respondents see the clarification and stability of Eurostat rules for statistical treatment of PPPs a potential safeguard. Other respondents have suggested the establishment of:

- Clear rules concerning the distribution of risk in case of delays in permitting procedures (2 respondents),
- Financial remedies, such as automatic reimbursement for delays caused by the authority (1 respondent),
- A European guaranteed assurance for the aspects of the project that are in the hands/authority of the public authorities (1 respondent),
- An improved tendering process at national level including more preparatory work, using draft contractual documentation based on precedent, clear rules for the competition from the beginning in order to minimize the risk of delays due to legal challenges (1 respondent)
- Appeal procedures without suspensive effect at national level (1 respondent)
- A faster process to receive EU Funds for PPP or co-financing

## 2.3 STATE AID

Respondents were asked whether they considered the recent Commission initiatives sufficient to increase the legal certainty in delivering transport infrastructure projects. 36% of respondents think these initiatives are sufficient, 14% answered that they aren't sufficient, and nearly half of the respondents do not have a position on the matter. Compared to other categories of respondents, national governments expressed a more positive opinion: 57% answered 'yes', 7% 'no', and 36% have no opinion. The category of respondents with the highest share of 'no' is regional and local authorities, which include several port authorities. 50% of respondents whose activities focus on inland waterways and ports believe that recent Commission initiative are not sufficient.

**Figure 10: Question 38: Do you consider the recent Commission initiatives sufficient to increase the legal certainty in delivering transport infrastructure projects?**



**Table 6: Question 38, breakdown by mode**

	Air transport	Inland waterways and ports	Maritime transport and ports	Rail	Road	No focus on a particular mode
Yes	60%	17%	29%	48%	25%	34%
No	0%	50%	12%	9%	0%	17%
No opinion	40%	33%	59%	43%	75%	48%

Respondents were asked to suggest additional measures that could be taken at EU or national level to improve the efficiency of State aid procedures for TEN-T projects and promote an early assessment of State aid issues. A number of respondents (7 out of 26 who replied to the question) called for the clarification of the applicability of State aid rules to TEN-T projects, including on different types of public funding, and guidance in relation to grants and financial instruments. In addition, a few respondents suggested clarifications or guidance related to specific infrastructure projects, namely for ports and airports.

A second proposition concerned the establishment of a fast-track mechanism for obtaining the Commission opinion on whether state aid is involved. A project developer explained this proposition stating that ‘for certain large projects, the 2-month period currently applying for preliminary examination may actually be too long to be compatible with tender timelines’. Other respondents stated that the State aid procedure should be faster. One project developer proposed to shorten the timeline for completing a formal investigation, which currently lasts 18 months.

**Comment from a project developer**

The modernisation of State aid policies has been substantial and has implied major positive simplifications: higher focus on state aids with biggest impact on the internal market, de minimis ruling, the reviewing of the General Block Exemption Regulation or the streamlining of procedures. But such modernisation has not yet involved large transport infrastructure projects in particular and the timeframe of state aid notification and assessment remains insufficiently business-relevant especially when private partners are involved in transport projects.

State aid issues are something for the public authorities to deal with. From a private investor perspective, it is again key that legal certainty is achieved as quickly as possible. Clear rules as to the applicability of state aid rules to transport infrastructure projects, including types of public funding mechanisms (e.g. by state held investment vehicles) is a first element.

A second element is fast track mechanisms allowing Member States to quickly obtain a confirmation whether state-aid is involved or not. For certain large projects, the 2-month period currently applying for preliminary examination may actually be too long to be compatible with tender timelines. Furthermore, the timeline for completing a formal investigation to determine whether an envisaged measure, deemed to be state aid, is lawful or not, and which currently stands at 18 months, should be shortened.

#### Comment from a regional authority

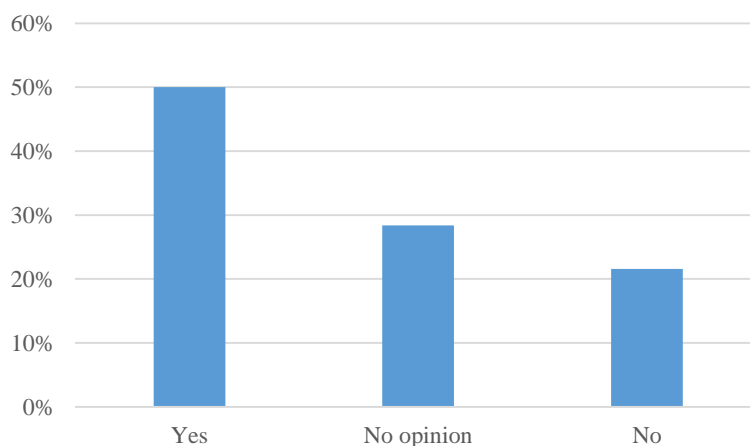
TEN-T projects applications often suffer from a lack of coordination between policy objectives of the different DGs of the European Commission. This is especially true for State aid rules: projects realizing or upgrading the TEN-T network are backed by DG MOVE (and/or INEA), while the project still needs to get cleared by DG COMP that has to verify the compatibility of national co-financing with State aid rules. Under the EFSI framework an initiative to install a fast-track notification procedure has been taken. We believe that state aid notifications should always be handled fast and predictable since this procedure can be jeopardize the global project throughput time. Administrative burden would also decrease if the Commission would clearly accept the existence of public (trans)port infrastructure staying outside the state aid scope.

Finally, five respondents brought up possible exemptions from state aid rules for TEN-T projects in general or specific types of infrastructures, such as ports. One respondent mentioned that inland ports should be part of the general block exemption, as discussed by the Commission and Member States in 2016.

## 2.4 SCOPE OF THE MEASURES

This part of the questionnaire asked respondents to comment on the scope of a potential streamlined framework and of which projects it would apply. According to half of the respondent, the streamlined framework for permitting should apply to certain categories of TEN-T projects with EU relevance.

**Figure 11: Q40: Should the streamlined framework or facilitated procedures apply to specific categories of TEN-T projects with a particular EU relevance?**



Respondents were asked to explain their answer (question 41). They mainly made comments on the benefits of a special status and the categories of projects to which it should apply. Among the benefits, respondents indicated that the special status would facilitate the implementation of projects, ensure effective prioritisation of projects, simplify procurement procedures, decrease business risk and make large projects more attractive to investors.

Regarding the categories of projects, the special status should apply to, seven respondents stated that all projects should benefit from streamlined procedures. Other respondents mentioned selection criteria such as being on the core network (2 respondents), EU relevance (3 respondents), cross-border nature (2 respondents), railway projects (3 respondents) or airport projects (1 respondent), contribution to the development of the objectives outlined by the TEN-T regulation (2 respondent), projects benefitting the competitiveness of a sub-developed region (2 respondents), projects benefitting to citizens, quality of life, and the environment (2 respondents). One respondent mentioned that a status similar to the one applies in the TEN-E Regulation would be suitable.

**Comment from a regional authority**

All TEN-T projects, even all infrastructural projects, should be able to benefit from a more streamlined framework and facilitated procedures.

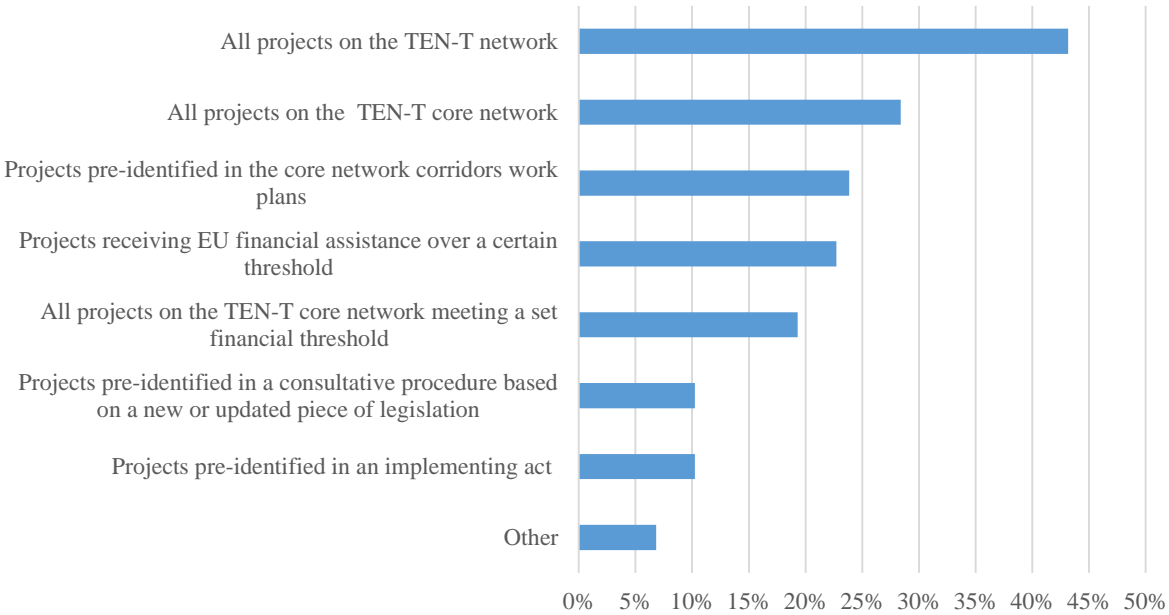
A more enhanced support (e.g. dedicated technical assistance facilities for administrations) and specific accelerated permitting procedures and improved regulatory conditions could be elaborated for the projects identified as Projects of Common Interest as is the case for the Trans-European energy network (TEN-E).

A similar arrangement could be introduced in TEN-T. TEN-T projects would hereby receive a specific status allowing them to benefit from a priority treatment in the permitting procedures, e.g. to call on imperative reasons of overriding public interest in the context of the Bird and Habitat Directive, to call on exemptions to the environmental objectives within article 4.7 of the Water Framework Directive, etc.

It will facilitate the permitting and the realization of the project. At the same time, it will bring the quality of the project on a higher level and will contribute more on the European aspects of the project.

The preference of respondents for relatively broad selection criteria is also reflected in the next questions, where 43% of respondents said that all projects on the TEN-T network should benefit from streamlined procedures, and 28% that all projects on the core network should benefit from it.

**Figure 12: Question 42: What factors should be taken into account when selecting projects which would benefit from a streamlined framework or facilitated procedures?**



Five respondents replied ‘other’. Among them, two national governments reiterated their opposition to

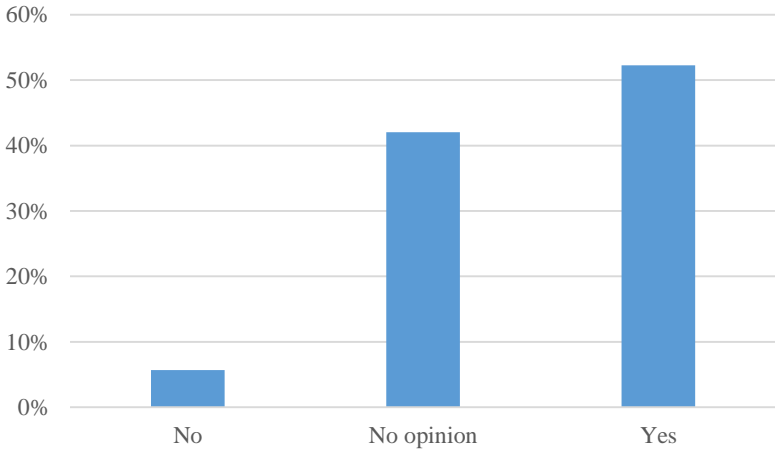
any kind of special status and their belief that all projects should be treated the same way. One respondent stated that the cross-border nature of project should be one factor taken into account, another respondent mentioned projects promoting the connection between comprehensive and core network, and finally one respondent mentioned projects located on the Rail Freight Corridors.

Respondents were asked to identify measures that could be taken to help ensure the process for selecting EU relevant projects is transparent and credible (question 44). A number of respondents simply made the comment that the process for selecting projects had to be transparent (eight respondents out the 74 who answered this question), based on clear criteria and timeframes (nine respondents), and that the results should be made public, with clear explanations why a project had been retained or rejected (6 respondents). 10 respondents considered that increased consultation with stakeholders and public participation should be part of the selection process. Three respondents attach importance to the independence of the selection process, two mentioning that the projects should be selected by an ‘external and independent authority’ or ‘independent transport experts’ and one on the basis of ‘independent studies’. Finally, two respondents considered that increased reporting on projects is necessary to increase accountability.

Other respondents identified in their comment selection criteria that would increase the acceptance of the selection process, such as a selection of projects based on a sound CBA (12 respondents), according to the main priorities of EU legislation and strategies (four respondents), based on a corridor work plans (two respondents), according to their contribution to European economy and transport network (one respondents) or a balanced selection across EU Member States (one respondent).

Around half of the respondents think that a streamlined process for permitting and procurement as outlined above could potentially apply to other economic sectors than transport.

**Figure 13: Question 45: Do you think that the facilitated schemes as envisaged above for permitting, public procurement and PPPs, as well as State aid procedures, could also apply to economic sectors other than transport?**



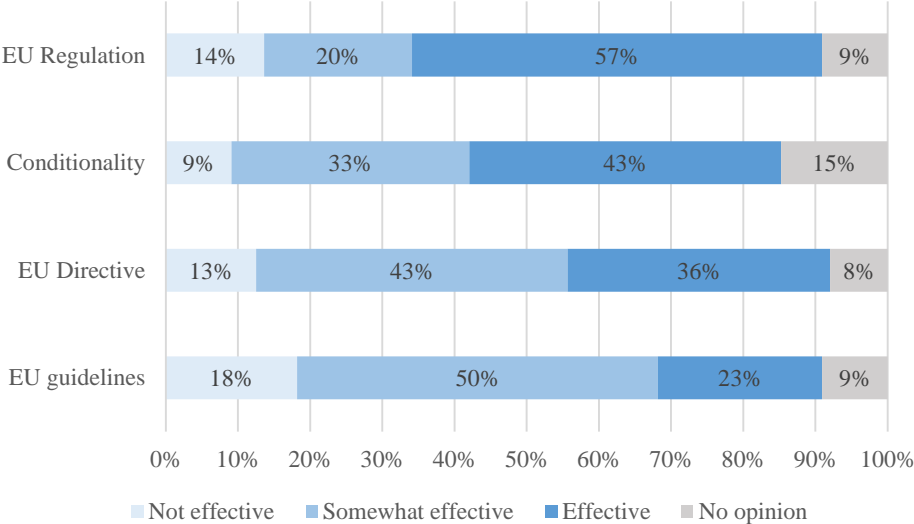
As potential sectors, 13 respondents mentioned energy (where a streamlined process has already been implemented), eight respondents telecommunication.

**2.5 OPTIONS FOR IMPLEMENTING MEASURES TO FACILITATE THE PERMITTING AND PREPARATION OF TEN-T PROJECTS**

Respondents were asked to rank the effectiveness of four options for implementing measures to facilitate the permitting and preparation of TEN-T projects. The most preferred option is an ‘EU Regulation on the permitting and preparation of priority status TEN-T projects, which would be

directly applicable in Member States'. 57% of respondents consider this option to be effective. All categories of stakeholders support this option; however, individuals, regional and local authorities and national governments are more divided on the effectiveness of a regulation. The second preferred option is 'conditionality to apply certain binding rules when using EU funds'. National governments are less supportive of this option with only 7% considering conditionality effective, and 57% somewhat effective.

**Figure 14: Question 47: In your view, which of the following options would be most effective for implementing measures to facilitate the permitting and preparation of TEN-T projects? Please rank the options according to their effectiveness.**



19 respondents commented on their answers (question 48), mainly to reiterate their support or opposition to certain instrument. Two respondents indicated that an EU legislative act would not be suitable either because the diversity of projects does not allow standardised approach or because permitting procedures are too much based on the administrative culture of each country. Three other respondents see the publication of guidelines as the most feasible or realistic solution in the short term. On respondents recalled the necessity to ensure proper stakeholders' consultation to set up a suitable regulation.

## ANNEX 1: QUESTIONNAIRE

### Permitting and facilitating the preparation of TEN-T core network projects

Fields marked with \* are mandatory.

#### Disclaimer

The European Commission is not responsible for the content of questionnaires created using the EUSurvey service - it remains the sole responsibility of the form creator and manager. The use of EUSurvey service does not imply a recommendation or endorsement, by the European Commission, of the views expressed within them.

## 1 About the consultation

### 1.1 Consultation period

This consultation will be running for a period of 12 weeks, from **20 June to 5 September**.

### 1.2 Background to the consultation

The EU's Trans-European Transport Network (TEN-T) policy recognises the importance of a strategic approach to developing a Europe-wide network of transport infrastructure. The TEN-T Guidelines establish a core network, which consists of the elements of the network 'of highest strategic importance' and is to be implemented by 2030.

However, the efficient completion of the TEN-T core network may be impacted by complex permitting and administrative arrangements, which can contribute to increased costs, delay and uncertainty for projects. This is particularly critical for cross-border projects which may be subject to different sets of rules on one or other sides of the border. Notwithstanding the relevance and importance of regulatory safeguards, unnecessary costs and delays can arise when regulations or policies are unclear, non-coordinated or inconsistently implemented. Unclear regulation can lead to sub-optimal investment choices, while legal uncertainty can deter private investment in projects.

Moreover, such regulatory obstacles limit the attractiveness of transport infrastructure projects for private investors. In the context of mobilising the investment in Europe and the instauration of the European Fund for Strategic Investment, this element has to be specifically and efficiently addressed. The creation of an enabling environment for investment is critical for certain well-needed transport infrastructure projects, in order to ensure that these attract long-term investors.

In 2014, the Council of the European Union invited the European Commission to take stock of good practices in the permitting of transport projects and identify options to streamline the permitting and preparation of projects. Following this, the 2015 Report prepared by the former Vice President Christophersen and European Coordinators Bodewig and Secchi (the 'CBS Action Plan') outlined three actions that would support the streamlining of procedures:

- 1 Simplifying procurement procedures, particularly for major cross-border projects



- 2 Simplifying permitting procedures
- 3 Clarifying the State aid framework.

On 1 June 2016, the Commission adopted a Communication on Europe investing again which takes stock and acknowledges the perceived complexity of permitting rules and procedures and the need to reduce costs entailed by excessive administrative burden and time when these procedures are not sufficiently coordinated at national and European level.

The objective of this consultation is to collect the opinions of stakeholders and interested parties on measures that could be adopted to streamline and facilitate the permitting and preparation of TEN-T core network projects. The feedback collected through this consultation will be used to analyse the feasibility and effectiveness of such measures.

### 1.3 Using the questionnaire

You can answer this questionnaire either in your own personal capacity or on behalf of an organisation, public authority, industry representative or other stakeholder.

All questions marked with an asterisk are mandatory. If any of the corresponding mandatory fields have not been filled in, the system will redirect you to the incomplete answer before allowing submission.

Please note that you have the possibility to save your contribution before submitting it and to modify it after submission. A Help page for participants is available on the EU Survey website. For more information or additional questions please contact [MOVE-B1-CNC@ec.europa.eu](mailto:MOVE-B1-CNC@ec.europa.eu)

### 1.4 Transparency Register

As part of the European Transparency Initiative, organisations are invited to use the Register of interest representatives to provide the European Commission and the public at large with information about their objectives, funding and structures.

If your organisation is not registered, you have the opportunity to register it now on the Transparency Register webpage.

### 1.5 Disclaimer

Please note that this document has been drafted for information and consultation purposes only. It has not been adopted or in any way approved by the European Commission and should not be regarded as representative of the views of Commission staff. It does not in any way prejudice, or constitute the announcement of, any position on the part of the Commission on the issues covered. The European Commission does not guarantee the accuracy of the information provided, nor does it accept responsibility for any use made thereof.

## 2 Important notice on the publication of responses

Please note that contributions received from this survey, together with the identity of the contributor, will be published on the European Commission's website, unless the contributor objects to the publication of personal data on the grounds that such publication would harm his or her legitimate interests. In this case, the contribution may be published in anonymous form.

Explanations about the protection of personal data are available on the Commission's website.

The policy on "protection of individuals with regard to the processing of personal data by the Community institutions" is based on Regulation (EC) N° 45/2001 of the European Parliament and of the Council of 18 December 2000. In accordance with Regulation 45/2001, all personal data collected through this survey will be kept securely and will ultimately be destroyed.

**1. \*Please indicate your preference as regards publication of your contribution:**

- My contribution may be published mentioning my name or the name of my organization
- My contribution may only be published anonymously
- I do not wish my contribution to be published at all

**2. \*May the Commission contact you, or your organisation, to collect further information on the information you provided?**

- Yes
- No

**3 About the respondent**

**3. \*Are you replying as:**

- An individual?
- An organisation?

**For individuals only**

- 4. \*Please state your name**
- 5. \*Please provide your address**
- 6. \*Please provide your email address**

**For organisations only**

**7. \*What type of organisation do you represent?**

- A national government
- A regional/local/municipal authority
- An EU institution
- A project developer (public or private)
- A company (other than project developer)
- An industrial interest group, business association, sectoral association
- An NGO, civil society, environmental group or charity
- A research organisation (university, public and private institute)
- Other

**8. \*If other, please specify**

**9. \*Please state the name of your organisation**

**10. \*Please provide the address of your organisation**

**11. \*Please provide the email address of a contact person**

**12. \*Is your organisation registered in the Transparency Register of the European Commission?**

Yes

No

**13. \*If yes, please enter the identification number**

**For both organisations and individuals**

**14. \*What is your country of origin or main country of activity?**

- Austria
- Belgium
- Bulgaria
- Croatia
- Cyprus
- Czech Republic
- Denmark
- Estonia
- Finland
- France
- Germany
- Greece
- Hungary
- Iceland
- Ireland
- Italy
- Latvia
- Liechtenstein
- Lithuania
- Luxembourg
- Malta
- Netherlands
- Norway
- Poland
- Portugal
- Romania

- Slovak Republic
- Slovenia
- Spain
- Sweden
- United Kingdom
- Non EU/EEA country

**15. \*If non EU/EEA country, please specify which is your country of origin or main activity:**

**16. \*Do your activities focus on a particular mode of transport?**

- Road
- Rail
- Inland waterways and ports
- Maritime transport and ports
- Air transport
- No focus on a particular mode

## 4 Streamlining permitting procedures

For the purpose of this consultation on TEN-T projects, the permitting procedure is considered as all the steps between the application for the first permitting decision (often the decision on the Environmental Impact Assessment) to the final decision authorising the construction of the project, impacting the decision of financing the project as well as impacting the choice of financial scheme for a particular project.

The fragmentation of competence and decision making powers in permitting procedures and the lack of coordination between permitting authorities has been identified as resulting in duplication of work, uncoordinated assessments, additional administrative burden for project developers, and delays in reaching permitting decisions. Some of the projects may seem to be more impacted by those obstacles.

**17. \*Which TEN-T projects would you consider as most impacted by regulatory and administrative obstacles related to permitting?**

- All transport 'hard infrastructure' projects are equally impacted
- TEN-T 'hard infrastructure' projects
- PPP projects
- Cross-border projects
- Waterborne projects (inland and maritime ports, inland waterways)
- No opinion

**18. \*What measures should be applied to TEN-T projects to facilitate their permitting and preparation?**

*You may choose one or more answers*

- One-stop shop for permitting

- Time limits for permitting procedures
- Other
- No opinion

**19. \*If other, please specify**

*2000 character(s) maximum*

**4.1 One-stop-shop**

The designation of a national authority responsible for the permitting procedure ('one-stop-shop') in all Member States could help to solve some of the issues mentioned above, in particular in countries where project promoters need to obtain a large number of permits. A one-stop-shop can have varying degrees of authority: it can have full responsibility for issuing permits and therefore concentrate all decision-making power; it can be endowed with the power to ensure the successful completion of the permitting procedure and take a decision instead of another authority; or coordinate between the different permitting authorities without additional decision-making power.

**20. \*In your view, would a one-stop-shop assist in facilitating and accelerating the permitting of TEN-T projects?**

- Yes
- No
- No opinion

**21. \*What level of authority should a one-stop-shop have in the permitting of TEN-T projects?**

- Extended decision making power, including e.g. the possibility to take a single decision
- Coordination powers only
- No opinion

**22. What would be the main risks and benefits related to the implementation of a one-stop-shop in your Member State?**

*2500 character(s) maximum*

**23. If a one-stop-shop were to be created, what role or powers should such a body have to facilitate the implementation of TEN-T projects?**

*2500 character(s) maximum*

**4.2 Time limits**

Time limits for the permitting of projects often exist at national level, but generally apply to specific parts of the procedure rather than to the completion of the whole permitting procedure. An overall time limit for the permitting procedure (from the application for the first

permit to the final decision authorising construction) could reduce delays occurring during the permitting procedure by setting an objective and requiring that efforts are made in order to comply with it.

**24. \*Would you consider an overall time-limit for the permitting of TEN-T projects useful in accelerating the permitting process?**

- Yes
- No
- No opinion

**25. \*What would you consider an appropriate overall time-limit for the permitting of TEN-T projects?**

- Beyond 3 years
- Up to three years
- Up to 2 years
- Shorter than 2 years

**26. What would be the main risks and benefits related to the introduction of time limits in your Member State?**

*2500 character(s) maximum*

### 4.3 Other measures for the streamlining of permitting procedures

**27. \*Are there any additional measures that would facilitate and accelerate permitting procedures of TEN-T projects?**

- Yes
- No

**28. If yes, please add any comments regarding the risks and benefits related to the implementation of these measures in your Member State.**

*2500 character(s) maximum*

## 5 Public procurement and development of public-private partnerships

Differences in public procurement practices across sectors and Member States can contribute to additional costs and delays in the planning and delivery of TEN-T projects, as well as limit their attractiveness for private investors. This consultation is seeking stakeholders' views on opportunities to improve the way Member States' transport authorities

engage contractors for the delivery of TEN-T projects, in accordance with EU Public Procurement Directives.

An opportunity which is yet not fully exploited in the field of transport infrastructure is the mobilisation of private investors. Uncoordinated permitting procedures causing additional delays maximise risks for complicated infrastructure projects. Thus, the potential attractiveness of infrastructure ventures for private capital is limited and increases the cost of securing the financing. This consultation is looking to identify ways of increasing the legal certainty to bring better prospects for PPP schemes.

**29. \*What measures could Member States and/or the EU take to make the public procurement of TEN-T projects more efficient?**

*2500 character(s) maximum*

**30. \*Some projects are located on both sides of an internal EU border. Although the main rules in public procurement are the same in all Member States, differences in carrying out public procurement exist between them. What would you consider to be the biggest challenge in applying national rules in a cross-border procurement?**

*You may choose one or more answers*

- Language rules
- Rules on remedies and applicable jurisdiction
- Other applicable national legislation
- Lack of experience
- Insufficient promotion of best practices
- No opinion

**31. \*If you answered 'other applicable national legislation', please specify**

*2000 character(s) maximum*

**32. How can the procurement process for cross-border transport infrastructure be improved?**

*2500 character(s) maximum*

**33. \*What are the key problems hindering the involvement of private investors in the development of transport infrastructure?**

*2500 character(s) maximum*

**34. \*What measures could be useful in facilitating the development of public-private partnerships for the delivery of TEN-T projects?**

*You may choose one or more answers*

- Capacity-building activities (training, advice services) for authorities implementing TEN-T projects
- The development of new guidance documents on the use of public-private partnerships for TEN-T projects
- Opportunities for the exchange of good practices between authorities implementing TEN-T projects
- Preferential and fast-track treatment in the permitting procedures to increase legal certainty
- Improve certainty and clarity on the statistical treatment of PPPs in National Accounts according to Eurostat rules
- Off-the-shelf models/best practices for risk-sharing between public and private entities
- Other
- No opinion

**35. \*If other, please specify**

*2000 character(s) maximum*

**36. \*Should PPP and other schemes involving private investors in the TEN-T projects benefit from preferential permitting procedures and/or other preferential treatment?**

- Yes
- No
- No opinion

**37. What type of safeguards or preferential solutions would increase the attractiveness of transport infrastructure projects for private investors against the risk for delays or long-lasting remedies?**

*2500 character(s) maximum*

## **6 State aid**

Problems in State aid procedures for TEN-T projects can lead to delays and uncertainty in the delivery of projects. These problems often arise out of the late and/or incomplete notification of State aid issues. The European Commission's pre-notification procedure can assist Member States in preparing complete State aid notifications in an appropriate timeframe.

There have been recent developments in the process of modernisation of the State Aid rules. The overall purpose is to provide legal certainty and reduce red tape for public authorities and companies, and focus the Commission's resources on enforcing State aid rules in cases with the biggest impact on the Single Market. The newest developments include the new communication on the notion of aid as well as a draft updated general block exemption regulation (GBER).



**38. \*Do you consider the recent Commission initiatives sufficient to increase the legal certainty in delivering transport infrastructure projects?**

- Yes
- No
- No opinion

**39. Are there additional measures that could be taken at EU or national level to improve the efficiency of State aid procedures for TEN-T projects and promote an early assessment of State aid issues?**

*2500 character(s) maximum*

## **7 Scope of the measures**

To facilitate the permitting and preparation of certain TEN-T projects, a streamlined framework or facilitated procedures as mentioned in sections 4, 5 and 6 could be introduced for certain projects of particular interest for the development of the TEN-T network.

The TEN-T Regulation (Regulation (EU) 1315/2013) currently defines a Project of Common Interest (PCI) as a project contributing to at least two of the four overall TEN-T objectives (cohesion, efficiency, sustainability, and benefits for users), which can be considered economically viable on the basis of a socio-economic cost-benefit analysis (CBA), and which demonstrate European Added Value. PCIs are eligible to Connecting Europe Facility (CEF) funding.

This raises the question of the scope of such a streamlined framework or facilitated procedures and to which projects it would apply. Answering this question is the objective of the present survey.

**40. \*Should the streamlined framework or facilitated procedures apply to specific categories of TEN-T projects with a particular EU relevance?**

- Yes
- No
- No opinion

**41. Please explain your answer**

*2500 character(s) maximum*

**42. \*What factors should be taken into account when selecting projects which would benefit from a streamlined framework or facilitated procedures?**

*You may choose one or more answers*

- All projects on the TEN-T network
- All projects on the TEN-T core network
- All projects on the TEN-T core network meeting a set financial threshold

- Projects receiving EU financial assistance over a certain threshold (EU contribution to eligible cost)
- Projects pre-identified in an implementing act adopted accordingly to the TEN-T Regulation (art. 47(2))
- Projects pre-identified in a consultative procedure based on a new or updated piece of legislation
- Projects pre-identified in the core network corridors work plans
- Other

**43. \*If other, please specify**

*2000 character(s) maximum*

**44. \*What measures could be taken to help ensure the process for selecting EU relevant projects is transparent and credible?**

*2500 character(s) maximum*

**45. \*Do you think that the facilitated schemes as envisaged above for permitting, public procurement and PPPs, as well as State aid procedures, could also apply to economic sectors other than transport?**

- Yes
- No
- No opinion

**46. Please explain your answer**

*2500 character(s) maximum*

## 8 Options for implementing measures to facilitate the permitting and preparation of TEN-T projects

There are a number of options available for implementing any measures to facilitate the permitting and preparations of TEN-T projects.

**47. \*In your view, which of the following options would be most effective for implementing measures to facilitate the permitting and preparation of TEN-T projects? Please rank the options according to their effectiveness.**

*You may choose the same rank for several options*

	Not effective	Somewhat effective	Effective	No opinion
--	---------------	--------------------	-----------	------------

*An EU Directive on the framework conditions for the permitting and preparation of priority status TEN-T projects, which would need to be implemented through transposition measures at Member State level	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
*An EU Regulation on the permitting and preparation of priority status TEN-T projects, which would be directly applicable in Member States	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
*EU guidelines on the permitting and preparation of priority status TEN-T projects, which would not be legally binding on Member States	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
*Conditionality to apply certain binding rules when using EU funds	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**48. Please add any comments on your answer**

*2500 character(s) maximum*

## ANNEX 2: LIST OF RESPONDENTS

This list includes all respondents who accepted their identity to be disclosed.

List of respondents
Interregional Agency for the Po River (AIPO)
Liguria Region
Norwegian Ministry of Transport and Communications
Ministry of Economics, Labour and Ports of Bremen
STRING
Trelleborgs Hamn AB
Lithuanian Road Administration (Ministry of Transport and Communications)
ÖBB-Holding AG
Autobahndirektion Südbayern
EEIG ERTMS Users Group
Waterwegen en Zeekanaal NV
HAROPA Port du Havre
Regional Government of Comunitat Valenciana
Port Authority of Taranto
Vlaams Nederlandse Schelde Commissie (VNSC)
Flemish Ministry of Mobility and Public works
Bulgarian Ports Infrastructure Company
Autostrada Brescia Verona Vicenza Padova SPA
European Construction Industry Federation (FIEC)
Autonomous Province of Trento
Polish Ministry of Infrastructure and Construction
Gdańsk Lech Walesa Airport
Katowice International Airport
Czech Ministry of Transport
John Paul II International Airport Krakow-Balice
Infraestruturas de Portugal
PCC Intermodal S.A.
Portuguese Civil Aviation Authority
Galleria di base del Brennero-Brenner Basistunnel (BBT SE)
Slovenian Ministry of Infrastructure, Slovenian Infrastructure Agency
Antwerp Port Authority
Swedish Transport Administration (Trafikverket)
Ministry of Infrastructure and Transport
ERGOSE S.A.
ASFINAG

Mr. Bassano Perniceni

Mr. Ilias Koromplis

Mr. Bill M. Halkias

Mr. Luis Marinho Dias

Mr. Pieter Mulder