



**COUNCIL OF
THE EUROPEAN UNION**

Brussels, 15 June 2009

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**TRANS 243
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RECH 203**

OUTCOME OF PROCEEDINGS

From : General Secretariat of the Council

To : Delegations

No. prev. doc. : 10649/09 TRANS 229 ECOFIN 427 ENV 413 RECH 201

No. Cion prop. : 6135/09 TRANS 49 ECOFIN 98 ENV 74 RECH 31

Subject : Green paper TEN-T: A policy review towards a better integrated trans-European
Transport Network at the service of the common transport policy
- Council conclusions

Delegations will find attached the final version of the Council conclusions on the above issue as adopted on 11 June 2009.

**Council Conclusions
on the Commission Green Paper: TEN-T policy review**

**"Towards a better integrated trans-European transport network
at the service of the common transport policy"**

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HAVING REGARD TO:

- The Treaty establishing the European Community, and in particular Articles 154, 155 and 156 thereof,
- The Commission's Transport White paper of 12 September 2001, entitled "European Transport Policy for 2010: time to decide"¹, and its Mid-term review of 22 June 2006²,
- Decision 1692/96/EC of the European Parliament and of the Council of 23 July 1996 on Community guidelines for the development of the trans-European transport network, revised in 2004, as last amended by Council Regulation 1791/2006/EC of 20 November 2006 (hereafter "TEN Guidelines"),
- The Commission communication "Green Paper: TEN-T – a policy review. Towards a better integrated trans-European transport network at the service of the common transport policy" 4 February 2009³,
- The European Parliament resolution of 22 April 2009 on the Green Paper on the future TEN-T policy⁴.

¹ Doc. 11932/01

² Doc. 10954/06

³ Doc. 6135/09

⁴ (A6-0224/2009 - Rapporteur: Eva Lichtenberger)

WHEREAS:

- TEN-T policy was established in 1996 for a European Union of 15 Member States, with the key objective of interconnecting their national transport infrastructure networks to facilitate the internal market and social and economic cohesion, including to link islands and peripheral regions, to ensure access to these networks and to connect the EU's network with third countries;
- While these objectives remain valid, the new territory of the EU stemming from the 2004 and 2007 enlargements of the European Union requires adjustment in particular of the TEN-T planning framework, beyond the 2004 revision of the guidelines;
- New political and economic conditions (such as climate change objectives, Europe's growing international role, the Lisbon Agenda and recent efforts towards economic recovery and sustainable development) also require the TEN-T policy to be reviewed;
- TEN-T and common transport policy, in particular the concept of co-modality, need to be better integrated so as to make the TEN-T a genuine basis for efficient, sustainable, safe and high-quality transport services throughout the different transport sectors;
- Future TEN-T policy needs to build on the positive results of past policy action and to further pursue efforts to accomplish measures already decided (in particular the implementation of the priority projects);
- To meet future requirements, TEN-T policy calls for a strengthening of the European dimension at network planning level and for more efficient Community instruments for implementing the TEN-T;
- Community action should be coordinated and concentrated on actions with a European added value, taking into account the benefit for the European Union, based on transparent criteria;

- Transport, currently amongst the sectors contributing most to the Community's greenhouse gas emissions, requires a variety of measures to reduce CO2 emissions; an optimally integrated and interconnected European transport network is a vital condition for achieving these objectives;
- TEN-T planning shall be reflected in national transport infrastructure frameworks, and coherence must be sought between TEN-T planning ambitions and TEN-T implementation capacities. Once the network decision has been taken, Member States and other project promoters as well as the Commission must concentrate and focus their efforts through the best possible use of the different Community instruments to facilitate implementation of projects of common interest;

The COUNCIL:

- (1) WELCOMES the Commission's Green Paper of 4 February 2009 on the future of TEN-T policy and a broad review building on the experience gained and the results achieved so far, without prejudice to the future debate on the financial perspectives;
- (2) REAFFIRMS the need to continue investing in transport infrastructure to ensure proper development of the TEN-T in all transport modes, as a basis for the internal market and competitiveness, economic, social and territorial cohesion of the Union and its connection to neighbouring countries, focusing on the "European added value", and taking into account, *inter alia*, environmental objectives, when defining the future TEN-T policy;
- (3) CALLS upon the Commission to ensure continuity with the existing framework, mainly the completion of priority projects, while being open to new approaches to respond to future political, economical, environmental and technological challenges and opportunities;

- (4) EMPHASISES that, while major transnational traffic flows are an important criterion for the planning of the TEN-T, economic, social and territorial cohesion and access to the TEN-T are vital too, and are addressed, to a large extent, by the comprehensive network layer of the current TEN-T; therefore, and given its importance as a reference basis for a variety of legislation in the transport sector, ADVOCATES maintaining this comprehensive network. Without prejudice to the future financial perspective, Community financing, as referred to in paragraph 11, is to remain available for the comprehensive TEN-T network;
- (5) Without prejudice to the final outcome of the review of the TEN-T Guidelines, AGREES that all current TEN-T priority projects should be an integral part of a coherent priority network which brings together infrastructure already completed or under construction and projects of common interest, and which is multi-modal, with due attention being given to nodes (ports, airports) and inter-modal connections (such as connections between rail, inland waterways, ports and airports);
- (6) CONFIRMS that the methodology for the establishment of such a coherent priority network should take account of criteria such as effects on transnational traffic flows, territorial cohesion and economic development, spatial planning, environment/climate change, connection to neighbouring countries-INVITES the Commission to develop such a methodology, at the latest at the beginning of 2010, as a basis for the elaboration of its proposal for the Guidelines' revision;
- (7) EMPHASISES that, in order to ensure optimal integration of transport infrastructure development and common transport policy, the coherent priority network needs to be complemented by measures in the fields of intelligent transport and traffic management systems, interoperability and technological innovation. Furthermore, common transport policy measures or objectives such as rail freight corridors, green corridors or functional airspace blocks should be catered for in the TEN-T. Also a reasonable degree of flexibility and openness is necessary, to allow transport infrastructure to be an appropriate basis to carry out current and future transport services;

- (8) AGREES that the TEN-T policy should contribute significantly to climate change and environmental objectives. The optimal integration and interconnection of all transport modes (both physical and intelligent transport systems), making efficient co-modal transport services possible, constitutes a strong basis for supporting the efforts of the transport sector towards reduction of CO₂ and pollutant emissions;
- (9) UNDERLINES that the implementation of projects of common interest identified in the framework of the TEN-T needs to be subject to strong commitments from all parties involved - Member States and Community, public and private parties - in accordance with their respective responsibilities;
- (10) RECONFIRMS Member States' responsibilities in relation to the programming, financing and implementation of TEN-T projects concerning their territory and UNDERLINES the need to stimulate implementation of TEN-T projects by minimising administrative burdens and simplification of criteria and procedures to apply for TEN-T co-financing;
- (11) UNDERLINES the need for the Community to make available the financial resources necessary to stimulate investment in TEN-T projects and, in particular, the need to reconcile adequate financing support from the TEN-T budget to the priority projects which involve relevant cross-border sections and the implementation of which will extend beyond 2013 within the institutional constraints of the financial programming framework;
- (12) CALLS upon the Commission to review the coordination and effectiveness of existing Community financial instruments and, if appropriate, to propose the creation of new instruments. Public-private partnership approaches shall be further developed and supported in this context where appropriate;
- (13) CONFIRMS the need for non-financial instruments to be strengthened in order to stimulate implementation of TEN-T projects, such as coordination (e.g. through European coordinators, where appropriate), close monitoring and greater transparency through the Open Method of Coordination (for example to stimulate efforts towards the completion of the comprehensive network), sharing of best practice, etc. while avoiding an unnecessary administrative burden;

- (14) CALLS upon the Commission to communicate the results of public consultation on the Green Paper as soon as possible after its completion, to undertake further necessary technical work to develop the methodology for TEN-T planning, to involve Member States' experts in this technical work and also to ensure in this context due representation of different geographical areas and social/economic situations; INVITES the Commission to continue discussing the various elements of the TEN-T review, including the planning methodology, with the Committee for Monitoring Guidelines and the Exchange of Information, TEN-T Guidelines Committee, before elaborating a proposal for a revised version of the Guidelines;
- (15) INVITES the Commission to submit a proposal for revised TEN-T Guidelines to the institutions before the end of 2010. That proposal should be accompanied by a sound estimate of the investment needs arising from the proposal. The assessment of investment needs must be based on information provided by Member States and on duly justified average unit costs for infrastructure works in typical situations;
- (16) REQUESTS the Commission to report regularly (half-yearly) to the Council on its activities in relation to the TEN-T revision process until it submits its proposal for the revised Guidelines.
