

Proposal for a Council Decision concerning the establishment of a combined transport network in the Community

(92/C 282/05)

COM(92) 230 final

(Submitted by the Commission on 2 July 1992)

THE COUNCIL OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Economic Community, and in particular Article 75 and Article 84 (2) thereof,

Having regard to the proposal from the Commission,

Having regard to the opinion of the Parliament,

Having regard to the opinion of the Economic and Social Committee,

Whereas the development of a combined transport system in the Community would materially contribute to the success of the Single Market and the improved accessibility of peripheral regions;

Whereas it is necessary, to establish the Community combined transport network, to promote the interconnection and interoperability of national networks;

Whereas the greater use of combined transport would serve to reduce environmental pollution in general and the global warming created by the greenhouse gases and conserve the use of scarce energy resources;

Whereas a stabilization in the year 2000 at 1990 levels of the emission of CO₂ and other greenhouse gases is needed and will require a transport system with the lowest possible emissions;

Whereas the development of combined transport should be set in the wider context of the development of multi-modal transport that takes account of the possibilities offered by inland waterways and sea transport;

Whereas the guide plans of the transport infrastructure networks are of an indicative nature and may be changed, and aim at achieving a multi-modal transport system;

Whereas the economic situation of the combined transport sector is such as to justify a Community programme to ensure the establishment of a comprehensive network;

Whereas a network of rail and inland waterway routes adopted as the Community network should be brought into service by the year 2005 and should be designed to permit the passage of standard loading units authorized for the Community;

Whereas the creation of Community networks will require a series of works to be undertaken to ensure their rapid introduction and full market operation;

Whereas some of these works are particularly urgent and therefore require the launching as soon as possible of the first stage of the network, whilst continuing the work on the following phases;

Whereas the railway system in certain Member States cannot quickly accept standard rail wagons and financial assistance should be provided to ensure that appropriate rail wagons are provided to serve these States,

HAS ADOPTED THIS DECISION:

Article 1

1. The Community combined transport network shall consist of rail and inland waterway routes, together with their initial and final road haulage legs, of major importance in terms of long-distance freight transport and which provide connections to all Member States. The network shall consist of the railway routes that are shown in Map 1, and of the waterways shown in Map 2 annexed to this Decision. For certain regions of the Community, notably Greece, Ireland and the United Kingdom, facilities to provide the transfer between rail, road and sea transport shall be considered to be part of the network.

2. The projects listed under Article 2 (1), and the inland waterway projects included in Article 2 of Council Decision ... of ... (concerning the development of a European network of inland waterways) should be given priority attention and shall be completed by the end of 1997 as far as possible.

3. The projects listed under Article 2 (2) shall be completed by the end of 2005 as far as possible.

Article 2

1. Priority attention should be given to the completion of projects on the following railway axes designed to provide sufficient clearance for the range of containers and swap bodies compatible with Council Directive 85/3/EEC⁽¹⁾:

1. Frankfurt—Würzburg
2. Brussels—Luxembourg
Antwerp—Aachen
3. Port Bou—Barcelona/Valencia
4. Madrid—Almeria/Algeciras
5. Le Havre—Paris
6. Dijon—Modane
7. Paris—Strasbourg
8. Kehl—Dijon
9. Nancy—Avignon
Marseille—Genova
10. Avignon—Narbonne
11. Paris—Dijon
12. Aulnoye—Metz
13. Tarvisio—Udine-Bologna
14. Brenner—Axis—Bologna
15. Udine—Trieste
16. Iselle—Turin/Milan—Bologna
17. Modane—Turin—Milan
18. Chiasso—Milan
19. Verona—Trieste
20. La Spezia—Fidenza
21. Livorno—Firenze.

2. In order to complete the network by the year 2005 at the latest, further works need to be evaluated and projects undertaken on the following routes (shown on Map 3 annexed hereto):

1. Lisbon—Madrid
Lisbon—Burgos
2. Madrid—Irun—France
3. Bologna—Bari/Brindisi—Greece
Igoumenitsa—Patras—Athens—Volos—Thessaloniki
—northern border
Igoumenitsa—Volos
Igoumenitsa—Thessaloniki
4. Bologna—Naples
5. Antwerp—Ruhr.

Article 3

In addition to the projects referred to in Article 2 (1) priority should also be given to the provision of fixed equipment including terminal installations and to appropriate railway rolling stock that will be needed to ensure the rapid development of combined transport links serving Greece, Ireland, Portugal, Spain and the United Kingdom.

Article 4

The guide plan for the network is of an indicative nature to promote measures by the Member States and, as appropriate, by the Community with the aim of realizing projects that are part of the network. This Decision does not involve any financial obligation from a Member State or from the Community.

Article 5

The Commission shall make a report to the Council every two years on the progress in completing the network. This report should in particular indicate the results of the analyses done by the Commission on including further links in the network.

Article 6

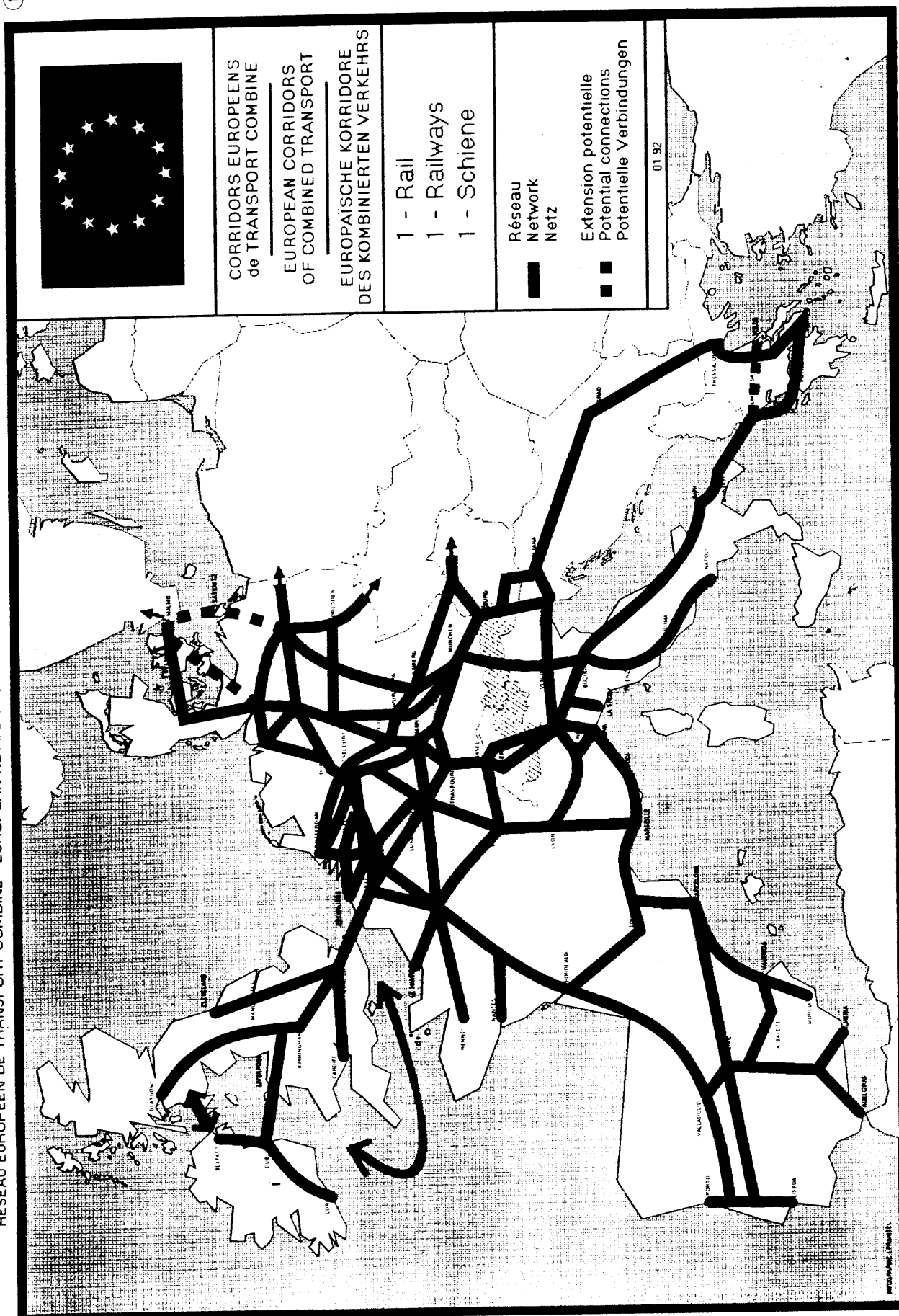
The Decision is addressed to the Member States.

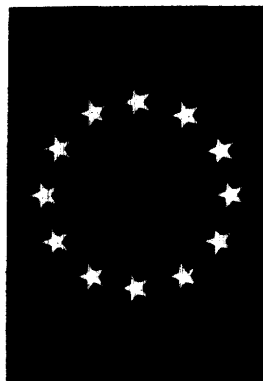
⁽¹⁾ OJ No L 2, 3. 1. 1985, p. 14.

ANNEX

①

RESEAU EUROPEEN DE TRANSPORT COMBINE · EUROPEAN NETWORK OF COMBINED TRANSPORT · EUROPÄISCHES NETZ DES KOMBINIERTEN VERKEHRS



CORRIDORS EUROPEENS
de TRANSPORT COMBINE

EUROPEAN CORRIDORS
OF COMBINED TRANSPORT

EUROPAISCHE KORRIDORE
DES KOMBINIERTEN VERKEHRS

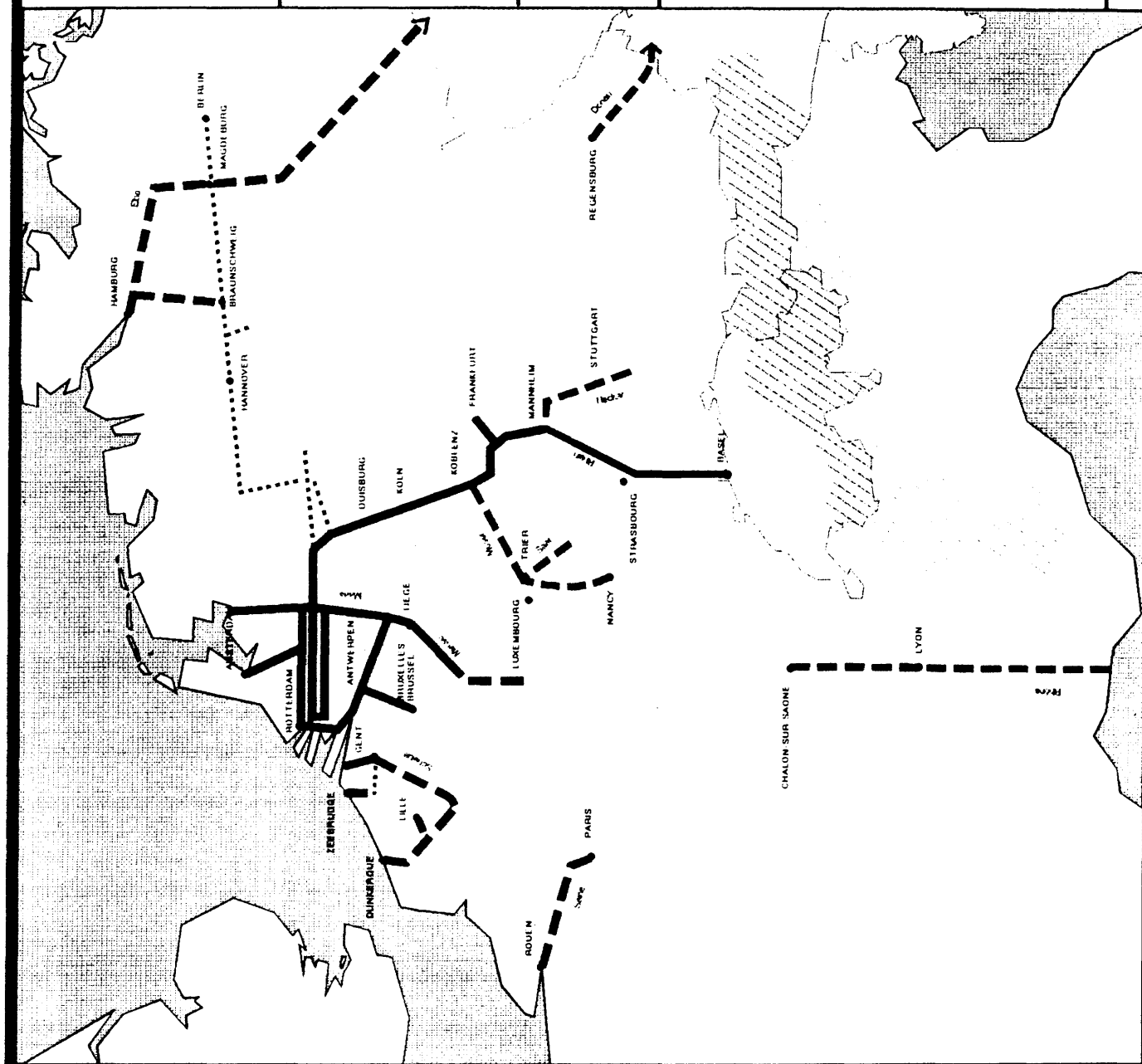
- 2 - Voies navigables
- 2 - Inland Waterways
- 2 - Binnenwasserstraßen

Voies navigables
pour 4 x 3 niveaux de containers
Inland waterways
for 4 x 3 stacks or more
Binnenwasserstraßen
mit 4 x3 Lagen und mehr

Voies navigables
pour 3 x 2 niveaux de containers
Inland waterways
for 3 x 2 stacks
Binnenwasserstraßen
mit 3 x 2 Lagen

Extension potentielle
Potential connections
Potentielle Verbindungen

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