

Official Journal

of the European Communities

ISSN 0378-6978

L 305

Volume 36

10 December 1993

Legislation

English edition

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II

(Acts whose publication is not obligatory)

COUNCIL

COUNCIL DECISION

of 29 October 1993

on the creation of a trans-European combined transport network

(93/628/EEC)

THE COUNCIL OF THE EUROPEAN COMMUNITIES,

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

Having regard to the proposal from the Commission ⁽¹⁾,

Having regard to the opinion of the European Parliament ⁽²⁾,

Having regard to the opinion of the Economic and Social Committee ⁽³⁾,

Whereas the objective of combined transport is to contribute to the rapid development of trade in goods, which is needed for the success of the internal market and the cohesion of the Community, by means of the interconnection and interoperability of different modal networks, and development of the least polluting modes of transport and decongestion of roads;

Whereas, in this context, particular account must be taken of the need to link island, landlocked and peripheral regions with the central regions of the Community;

Whereas greater use of combined transport would serve to reduce environmental pollution;

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

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 that Community network will require a series of works to be undertaken to ensure its 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 phase of the network, whilst continuing work on the following phases;

Whereas the railway system in certain Member States cannot quickly accept standard rail wagons and it should be ensured that appropriate rail wagons are provided to serve these States;

Whereas the outline plans of transport infrastructure networks are of an indicative nature and may be changed, and aim at the gradual achievement of a multimodal transport system;

Whereas the proposals which the Commission will subsequently submit to the Council establishing a series of guidelines for trans-European networks in the transport-infrastructure sector will contain the criteria which will form the basis for selecting the measures or projects to be incorporated into the various networks;

Whereas, with a view to a possible contribution by the Community to the financing of the projects provided for by this Decision within the framework of specific financial instruments for transport infrastructure provision should be made for a cost-benefit analysis of the projects taking into consideration their economic, social and environmental benefits,

⁽¹⁾ OJ No C 282, 30. 10. 1992, p. 12.

⁽²⁾ Opinion delivered on 26 October 1993 (not yet published in the Official Journal).

⁽³⁾ OJ No C 19, 25. 1. 1993, p. 29.

HAS ADOPTED THIS DECISION:

Article 1

1. The basic trans-European combined transport network shall consist of rail and inland waterway routes which, together with any initial and/or final road haulage legs, are of major importance in terms of long-distance freight transport and provide connections to all Member States.

Facilities for transshipment between rail, inland waterway, road and sea transport shall be considered to be part of the network.

The network's rail and inland waterway routes are shown on the maps in Annexes I and II.

2. Wherever possible and taking account in particular of the financial constraints on Member States, the projects of Community interest listed below should be completed, or, failing that, nearing completion in accordance with the following schedule:

- six years for the projects listed in Article 2 (1),
- 12 years for the projects listed in Article 2 (2).

Article 2

1. The work needed to carry out the first phase of establishing the network shall involve adapting the following railway axes so as to provide sufficient clearance and the necessary conditions for the transport of containers and swap bodies compatible with Council Directive 85/3/EEC of 19 December 1984 on the weights, dimensions and certain other technical characteristics of certain road vehicles ⁽¹⁾:

1. Taulov—Northern Jutland
2. Hamburg—Padborg—Taulov—Copenhagen
3. Hamburg—Berlin
4. Hanover—Berlin
5. Nuremberg—Berlin
6. Berlin—Dresden
7. Frankfurt—Würzburg
8. Betuwe line (Rotterdam—Ruhr) and connections in the Netherlands for Hengelo and Venlo
9. Rotterdam—Antwerp/Zeebrugge—Brussels—Luxembourg—Bettembourg

10. Antwerp—Aachen
 11. Rotterdam—Antwerp—Brussels—Aulnoye
 12. Aachen—Liège—Erquennes
 13. Lisbon—Madrid—Barcelona
 14. Lisbon—Burgos
 15. Port Bou—Barcelona—Valencia—Murcia
 16. Madrid—Almeria/Algericas
 17. Le Havre—Paris
 18. Dijon—Modane
 19. Paris—Strasbourg
 20. Kehl—Dijon
 21. Nancy—Avignon
 22. Marseille—Genoa
 23. Avignon—Narbonne
 24. Paris—Dijon
 25. Paris—Hendaye
 26. Aulnoye—Metz
 27. Tarvisio—Udine—Bologna
 28. Brenner Axis—Bologna
 29. Udine—Trieste
 30. Iselle—Turin/Milan—Bologna
 31. Modane—Turin—Milan
 32. Chiasso—Milan
 33. Verona—Trieste
 34. La Spezia—Fidenza
 35. Leghorn—Florence
 36. Patras—Athens
 37. Athens—Larissa (Volos)—Thessaloniki—northern border (former Yugoslavia and Bulgaria)
2. In order to complete the network referred to in this Decision, further works, which are still to be determined, need to be undertaken on the following rail axes (shown on the map in Annex III):
1. Madrid—Albacete—Valencia
 2. Madrid—Irún—France
 3. Bologna—Bari/Brindisi—Greece
 4. Igoumenitsa—Patras
 5. Patras—Athens
 6. Athens—Larissa (Volos)—Thessaloniki—northern border (former Yugoslavia, Bulgaria and Albania)
 7. Igoumenitsa—Volos
 8. Igoumenitsa—Thessaloniki
 9. Thessaloniki—Alexandroupolis—Ormenio (Greece/Turkey—Greece/Bulgaria borders)
 10. Bologna—Naples

⁽¹⁾ OJ No L 2, 3. 1. 1985, p. 14. Directive as last amended by Directive 92/7/EEC (OJ No L 57, 2. 3. 1992, p. 29).

11. Naples—Reggio di Calabria—Messina—Palermo/
Catania
12. Genoa—Leghorn—Rome
13. Civitavecchia—Olbia—Sassari—Cagliari
14. Antwerp—Ruhr
15. Hengelo—Osnabrück
16. Venlo—Cologne
17. Berlin—Frankfurt/Oder—border/Poland
18. Berlin—Stralsund
19. Dresden—border/Czech Republic
20. Dresden—Görlitz—border/Poland.

Article 3

Particular attention must be paid not only to the projects listed in Article 2 but also to projects for the provision of transshipment facilities (fixed and movable equipment) and for the provision of appropriate rolling stock for the rapid development of combined transport links where called for by the nature of the infrastructure.

Article 4

The outline plan for the network is of an indicative nature. Its purpose is to promote measures by the

Member States and, as appropriate, by the Community with the aim of carrying out projects that are part of the network in order to ensure its cohesion and interoperability.

This Decision is without prejudice to any financial commitment on the part of any Member State or of the Community.

Article 5

This Decision is addressed to the Member States.

It shall apply until 30 June 1995.

The Council, acting in accordance with the conditions laid down by the Treaty, shall adopt new rules for trans-European networks in the transport-infrastructure sector along multimodal lines, which shall enter into force not later than 1 July 1995.

The relevant Commission proposals will be accompanied by a report on application of this Decision.

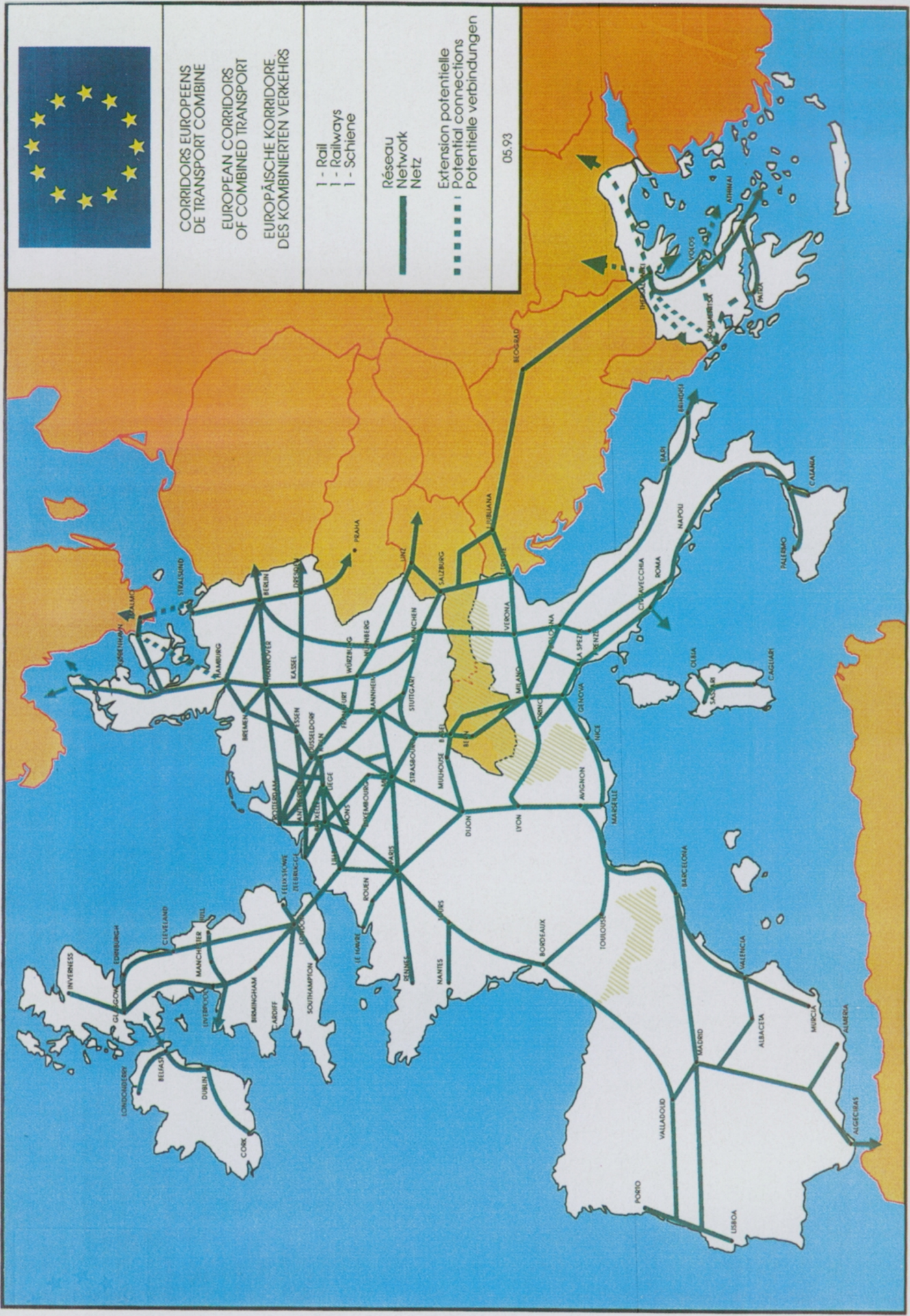
Done at Brussels, 29 October 1993.

For the Council

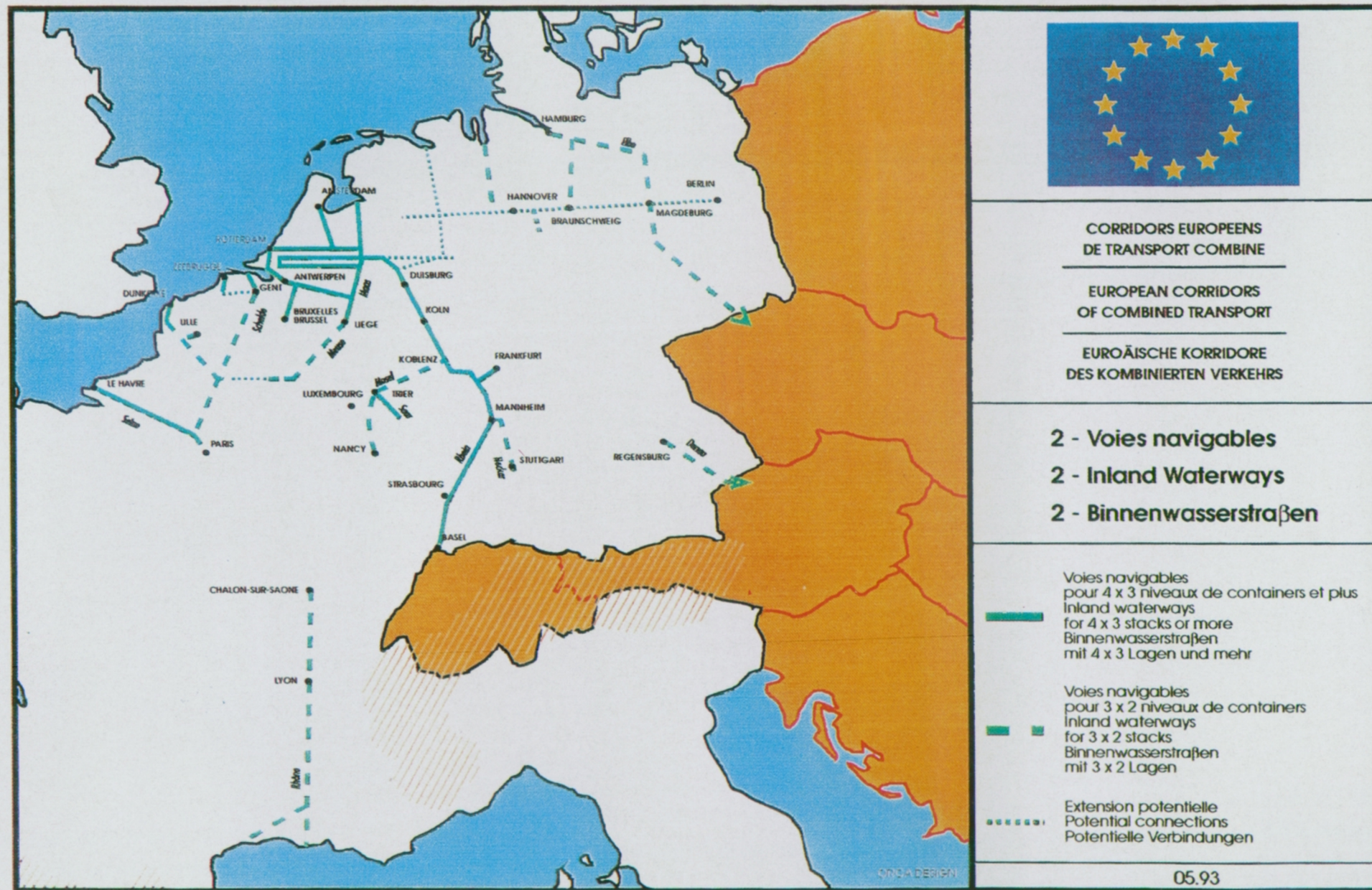
The President

R. URBAIN

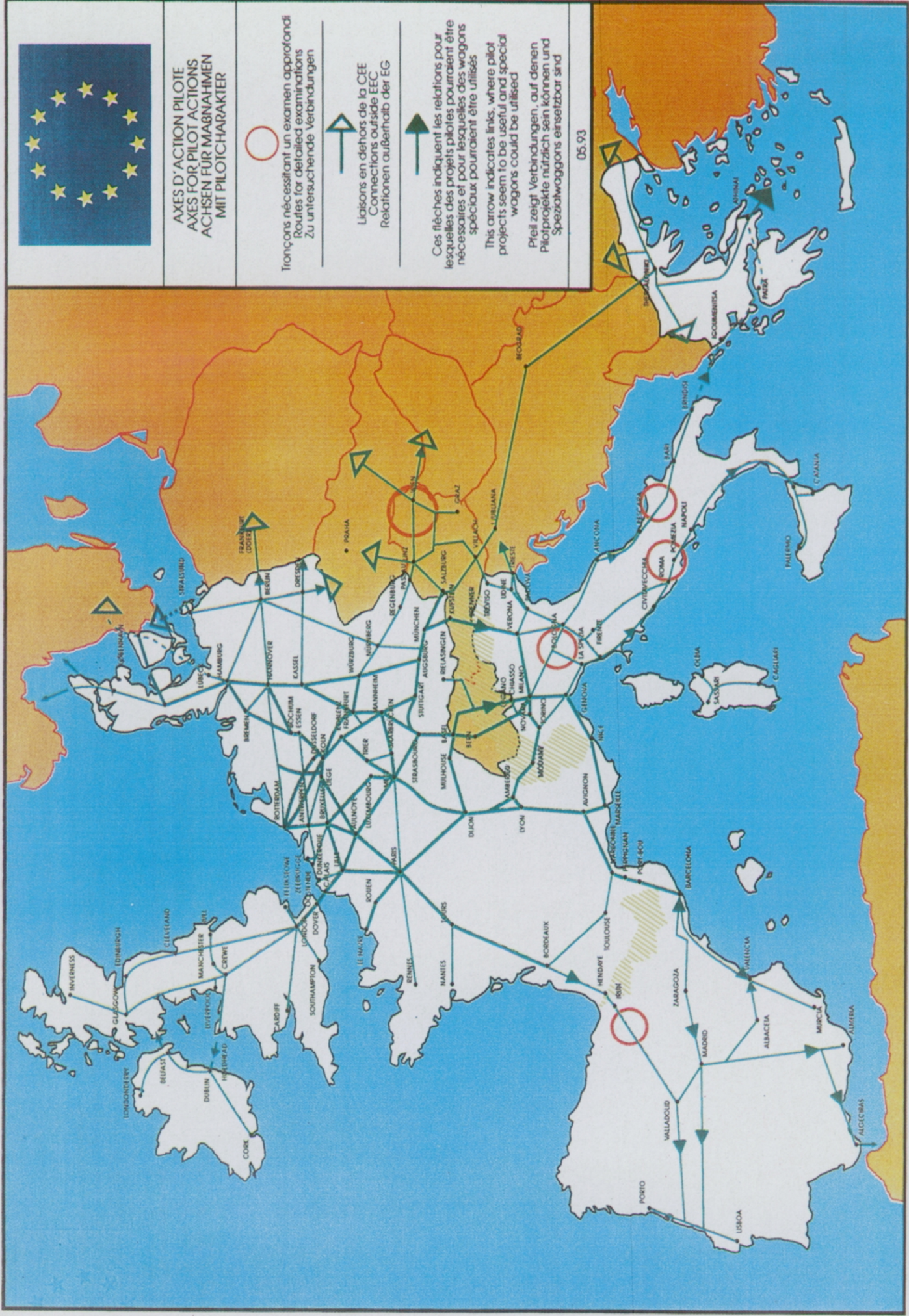
RESEAU EUROPEEN DE TRANSPORT COMBINE - EUROPEAN NETWORK OF COMBINED TRANSPORT - EUROPÄISCHES NETZ DES KOMBINIERTEN VERKEHRS



ANEXO II / BILAG II / ANHANG II / ΠΑΡΑΡΤΗΜΑ II / ANNEX II / ANNEXE II / ALLEGATO II / BIJLAGE II / ANEXO II
 RESEAU EUROPEEN DE TRANSPORT COMBINE - EUROPEAN NETWORK OF COMBINED TRANSPORT - EUROPÄISCHES NETZ DES KOMBINIERTEN VERKEHRS



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



COUNCIL DECISION

of 29 October 1993

on the creation of a trans-European road network

(93/629/EEC)

THE COUNCIL OF THE EUROPEAN COMMUNITIES,

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

Having regard to the proposal from the Commission ⁽¹⁾,

Having regard to the opinion of the European Parliament ⁽²⁾,

Having regard to the opinion of the Economic and Social Committee ⁽³⁾,

Whereas it is essential for the functioning of the internal market to improve the efficiency of transport infrastructure networks between the regions of the Community;

Whereas road infrastructure plays a fundamental economic and social role in the transport of goods and persons throughout the Community as well as to and from third countries;

Whereas the interconnection of national road networks needs to be completed by constructing the links that are missing and making the necessary improvements to existing links in order to improve regional accessibility and to reinforce economic and social cohesion throughout the whole Community area;

Whereas, in this context, particular account must be taken of the need to link island, landlocked and peripheral regions with the central regions of the Community;

Whereas road infrastructures are needed to provide intermodal connections;

Whereas the outline plans of transport infrastructure networks are of an indicative nature and may be changed, and aim at the gradual achievement of a multimodal transport system;

Whereas the proposals which the Commission will subsequently submit to the Council establishing a series of guidelines for trans-European networks in the transport-infrastructure sector will contain the criteria which will form the basis for selecting the measures or projects to be incorporated in the various networks;

Whereas, with a view to a possible contribution by the Community to the financing of the projects provided for by this Decision within the framework of specific financial instruments for transport infrastructure, provision should be made for a cost-benefit analysis of the projects taking into consideration their economic, social and environmental benefits,

HAS ADOPTED THIS DECISION:

Article 1

The outline plan for trans-European road network shown on the maps in the Annex shall be composed of motorways and high-quality roads.

The completion and operation of the network shall be ensured by:

- constructing the missing links and, where necessary, upgrading existing links,
- implementing advanced road computerized information systems and developing traffic management technical systems.

Article 2

Wherever possible and taking account of the financial constraints on Member States, the projects of Community interest listed below should be initiated within 10 years:

- (a) providing the missing links, in particular those located on trans-border intra-Community axes and those of interest to peripheral or isolated regions;
- (b) upgrading existing major links on trans-border axes and those of interest to peripheral or isolated regions or linking those regions to central Community regions;
- (c) third country-Community links:
 - Scandinavian links,
 - links with central and eastern European countries,
 - links with North Africa;

⁽¹⁾ OJ No C 236, 15. 9. 1992, p. 5.

⁽²⁾ Opinion delivered on 26 October 1993 (not yet published in the Official Journal).

⁽³⁾ OJ No C 19, 25. 1. 1993, p. 32.

- (d) intermodal connections, in particular with a view to combined transport axes;
- (e) by-passes around the main urban centres on the trans-European network;
- (f) traffic management projects, including demonstration projects.

Article 3

The outline plan for the network is of an indicative nature. Its purpose is to promote measures by the Member States and, as appropriate, by the Community with the aim of carrying out projects that are part of the network in order to ensure its cohesion and interoperability.

This Decision is without prejudice to any financial commitment on the part of any Member State or of the Community.

Article 4

This Decision is addressed to the Member States.

It shall apply until 30 June 1995.

The Council, acting in accordance with the conditions laid down by the Treaty, shall adopt new rules for trans-European networks in the transport-infrastructure sector along multimodal lines, which shall enter into force not later than 1 July 1995.

The relevant Commission proposals will be accompanied by a report on application of this Decision.

Done at Brussels, 29 October 1993.

For the Council

The President

R. URBAIN

ANNEX

EUROPEAN COMMUNITIES

TRANS-EUROPEAN ROAD NETWORK OUTLINE PLAN (2002 HORIZON)

○ = Section requiring more detailed examination.



COMMUNAUTÉS EUROPÉENNES
EUROPEAN COMMUNITIES
EUROPÄISCHEN GEMEINSCHAFTEN

SCHEMA DIRECTEUR DU RESEAU ROUTIER
TRANSEUROPEEN (HORIZON 2002)
TRANSEUROPEAN ROAD NETWORK
OUTLINE PLAN (2000 HORIZON)
LEITSCHHEMA DES TRANSEUROPAISCHEN
STRASSENNETZES (HORIZONT 2002)

EXISTANT/EXISTIEREND
PLANIFIE/PLANIEDERPLANT
CONNECTIONS AVEC LES PAYS TIERS
THIRD COUNTRY CONNECTIONS
VERBINDUNGEN MIT DRITTLANDERN

06/93





SCHEMA DIRECTEUR DU RESEAU ROUTIER
TRANSEUROPEEN (HORIZON 2002)

TRANSEUROPEAN ROAD NETWORK
OUTLINE PLAN (2000 HORIZON)

LEITSHEMA DES TRANSEUROPAISCHEN
STRASSENNETZES (HORIZONT 2002)

- EXISTANT/EXISTING/BESTEHEND
- - - PLANIFIE/PLANNED/GEPLANT
- ... CONNEXIONS AVEC LES PAYS TIERS
- ... THIRD COUNTRY CONNECTIONS
- ... VERBINDUNGEN MIT DRITTLANDERN

06/93

BELGIË/BELGIQUE/LUXEMBOURG

SCALE: 1:2.000.000





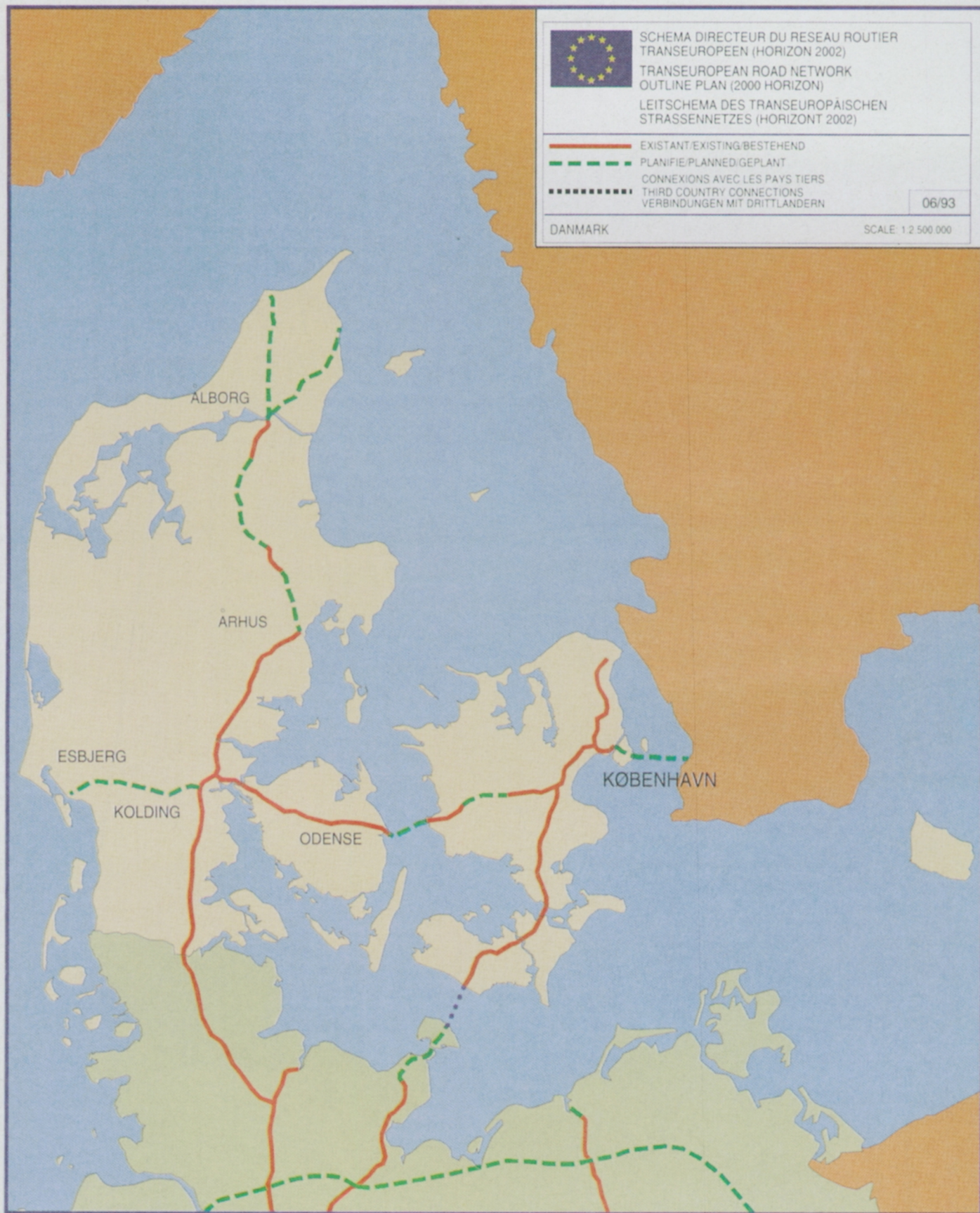
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TRANSEUROPEEN (HORIZON 2002)
TRANSEUROPEAN ROAD NETWORK
OUTLINE PLAN (2000 HORIZON)
LEITSCHAMA DES TRANSEUROPAISCHEN
STRASSENNETZES (HORIZONT 2002)

- EXISTANT/EXISTING/BESTEHEND
- - - PLANIFIE/PLANNED/GEPLANT
- - - - - CONNEXIONS AVEC LES PAYS TIERS
THIRD COUNTRY CONNECTIONS
VERBINDUNGEN MIT DRITTLANDERN

06/93

DANMARK

SCALE 1:2 500 000





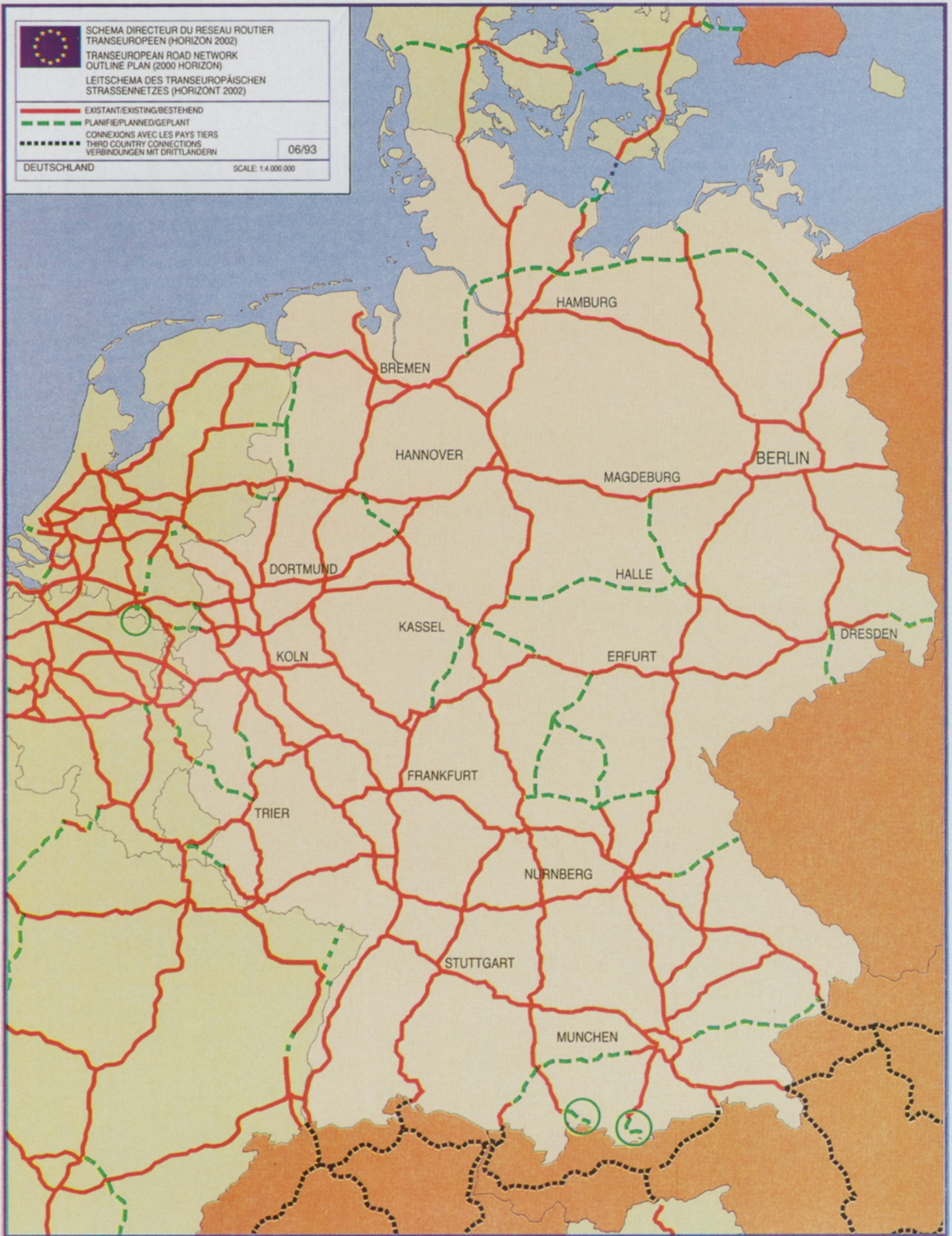
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TRANSEUROPEEN (HORIZON 2002)
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OUTLINE PLAN (2000 HORIZON)
LEITSCHHEMA DES TRANSEUROPAISCHEN
STRASSENNETZES (HORIZONT 2002)

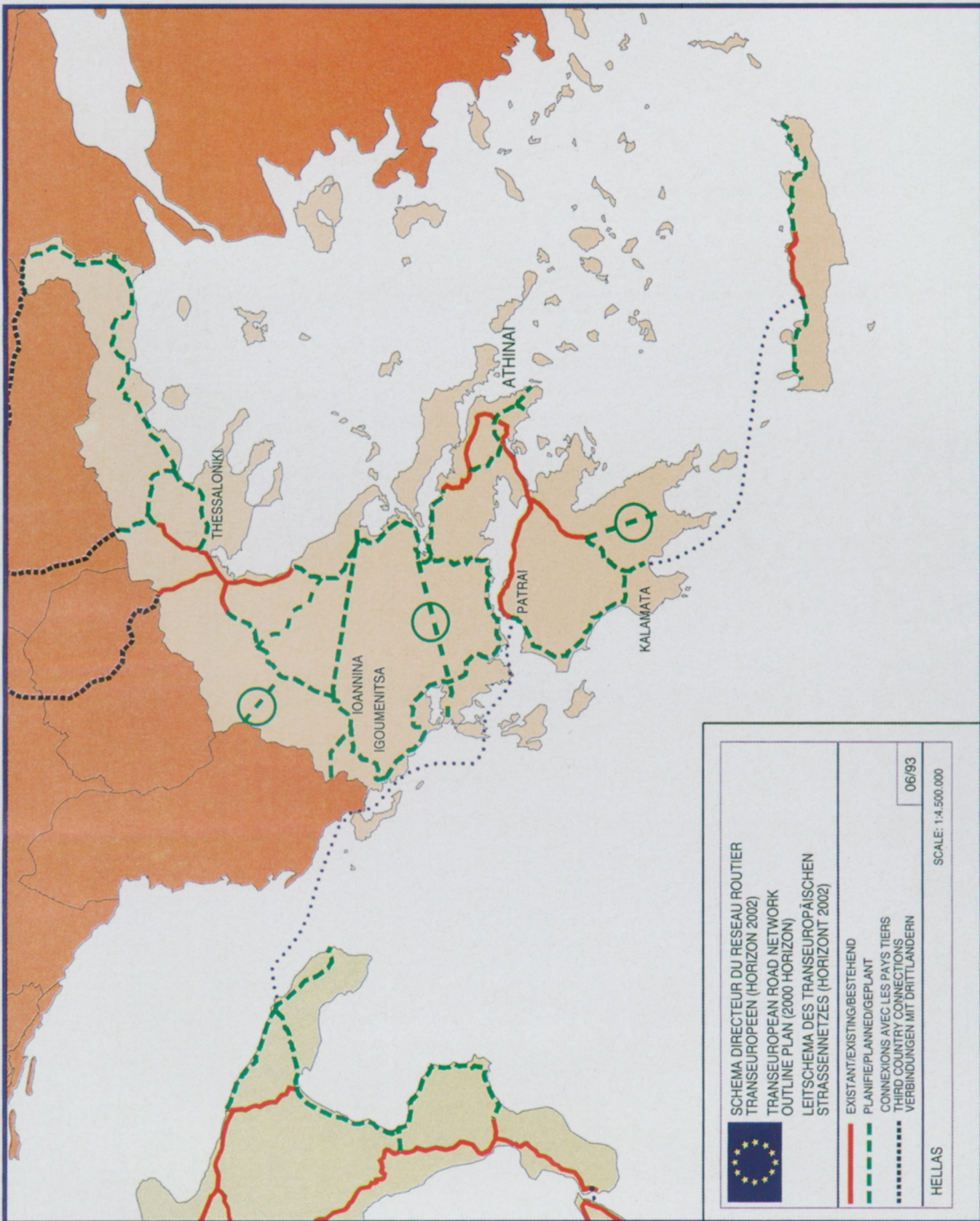
— EXISTANT/EXISTING/BESTEHEND
- - - PLANIFIE/PLANNED/GEPLANT
- - - CONNEXIONS AVEC LES PAYS TIERS
- - - THIRD COUNTRY CONNECTIONS
VERBINDUNGEN MIT DRITTLANDERN

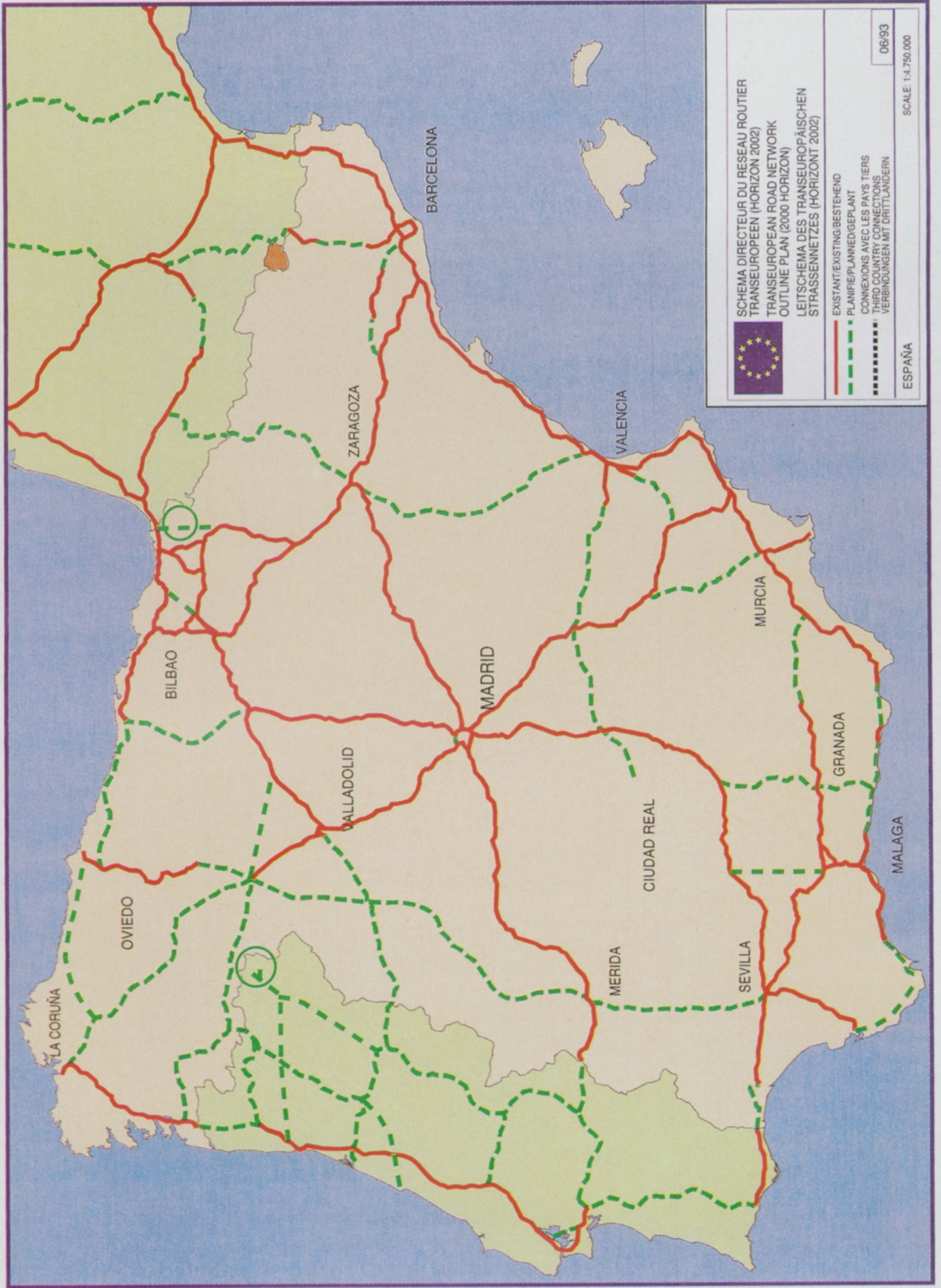
06/93

DEUTSCHLAND

SCALE: 1:4,000,000











SCHEMA DIRECTEUR DU RESEAU ROUTIER
TRANSEUROPEEN (HORIZON 2002)
TRANSEUROPEAN ROAD NETWORK
OUTLINE PLAN (2000 HORIZON)
LEITSCHHEMA DES TRANSEUROPAISCHEN
STRASSENNETZES (HORIZONT 2002)

EXISTANT/EXISTING/BESTEHEND

PLANIFIE/PLANNED/GEPLANT

CONNEXIONS AVEC LES PAYS TIERS

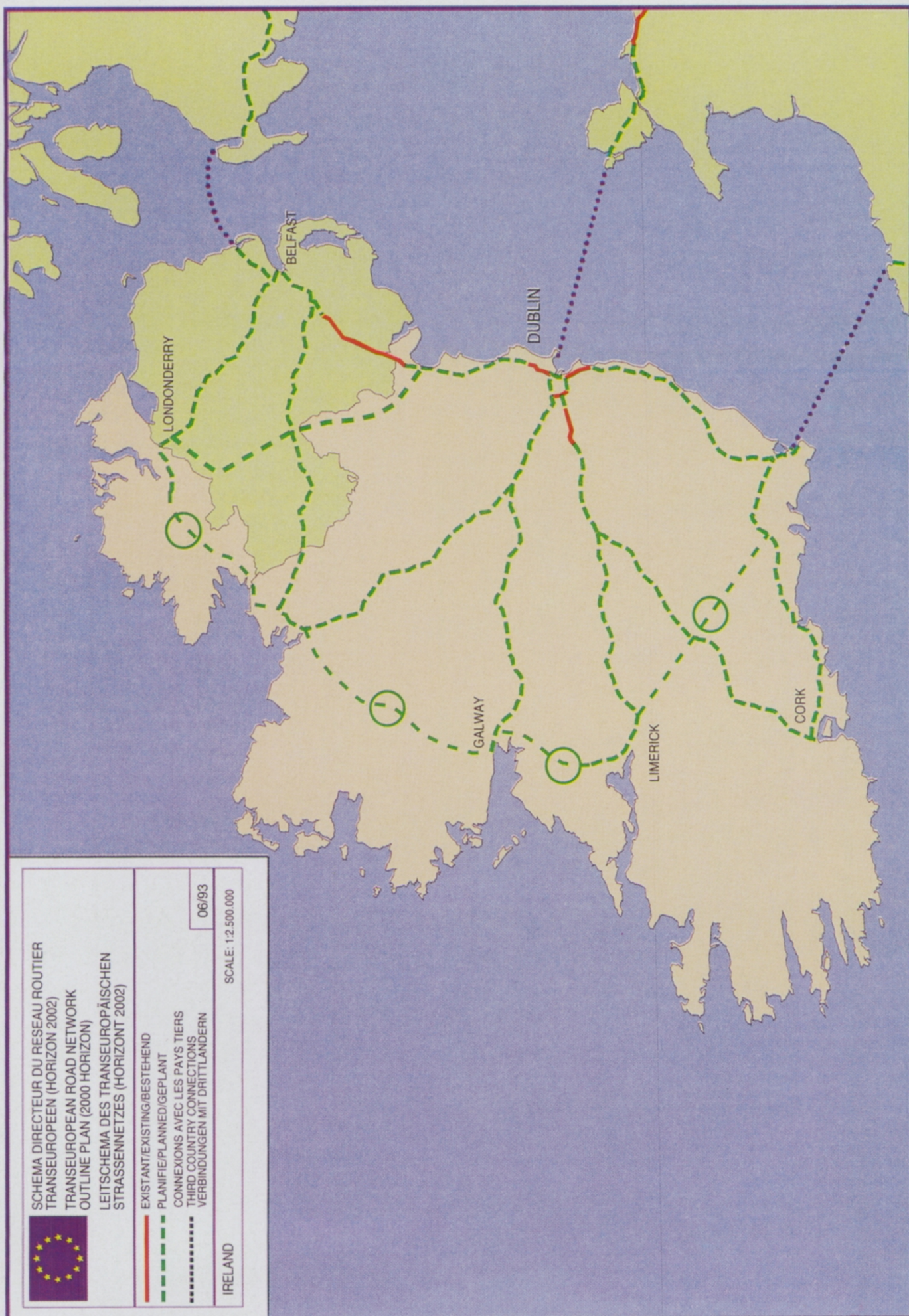
THIRD COUNTRY CONNECTIONS

VERBINDUNGEN MIT DRITTLANDERN

IRELAND

06/93

SCALE: 1:2.500.000







SCHEMA DIRECTEUR DU RESEAU ROUTIER
TRANSEUROPEEN (HORIZON 2002)

TRANSEUROPEAN ROAD NETWORK
OUTLINE PLAN (2000 HORIZON)

LEITSCHHEMA DES TRANSEUROPAISCHEN
STRASSENNETZES (HORIZONT 2002)

- EXISTANT/EXISTING/BESTEHEND
- - - PLANIFIE/PLANNED/GEPLANT
- - - - - CONNEXIONS AVEC LES PAYS TIERS
- - - - - THIRD COUNTRY CONNECTIONS
- - - - - VERBINDUNGEN MIT DRITTLANDERN

06/93

NEDERLAND

SCALE: 1:1.900.000





SCHEMA DIRECTEUR DU RESEAU ROUTIER
TRANSEUROPEEN (HORIZON 2002)

TRANSEUROPEAN ROAD NETWORK
OUTLINE PLAN (2000 HORIZON)

LEITSCHAMA DES TRANSEUROPAISCHEN
STRASSENNETZES (HORIZONT 2002)

- EXISTANT/EXISTING/BESTEHEND
- - - PLANIFIE/PLANNED/GEPLANT
- CONNEXIONS AVEC LES PAYS TIERS
- THIRD COUNTRY CONNECTIONS
- VERBINDUNGEN MIT DRITTLANDERN

06/93

PORTUGAL

SCALE: 1:2.500.000





SCHEMA DIRECTEUR DU RESEAU ROUTIER
TRANSEUROPEEN (HORIZON 2002)
TRANSEUROPEAN ROAD NETWORK
OUTLINE PLAN (2000 HORIZON)
LEITSCHAMA DES TRANSEUROPAISCHEN
STRASSENNETZES (HORIZONT 2002)

- EXISTANT/EXISTING/BESTEHEND
- - - PLANIFIE/PLANNED/GEPLANT
- CONNEXIONS AVEC LES PAYS TIERS
- THIRD COUNTRY CONNECTIONS
- VERBINDUNGEN MIT DRITTLANDERN

06/93

UNITED KINGDOM

SCALE: 1:5.000.000



COUNCIL DECISION

of 29 October 1993

on the creation of a trans-European inland waterway network

(93/630/EEC)

THE COUNCIL OF THE EUROPEAN COMMUNITIES,

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

Having regard to the proposal from the Commission ⁽¹⁾,

Having regard to the opinion of the European Parliament ⁽²⁾,

Having regard to the opinion of the Economic and Social Committee ⁽³⁾,

Whereas it is essential for the proper functioning of the internal market that the Community's transport infrastructure between major seaports and the industrialized regions of the European hinterland be improved and made more efficient, in particular through the development of an inland waterway freight transport network;

Whereas it is necessary to coordinate properly the objectives of the trans-European inland waterway network with those of Community regional policy;

Whereas inland waterways should play a greater role in trade, since they offer a less expensive, less-polluting and low energy-consuming mode of transport;

Whereas there is considerable spare vessel and infrastructure capacity in this sector and it is a mode which lends itself to use with other modes of transport;

Whereas a plan must be drawn up to ensure technical consistency between waterways and to define the priority measures to be taken in order to develop a European inland waterway network;

Whereas action should focus on the links which carry most freight traffic in the Community;

Whereas the plans of transport infrastructure networks are of an indicative nature and may be changed, and aim

at the gradual achievement of a multimodal transport system;

Whereas the proposals which the Commission will subsequently submit to the Council establishing a series of guidelines for trans-European networks in the transport-infrastructure sector will contain the criteria which will form the basis for selecting the measures or projects to be incorporated in the various networks;

Whereas, with a view to a possible contribution by the Community to the financing of the projects provided for by this Decision within the framework of specific financial instruments for transport infrastructure, provision should be made for a cost-benefit analysis of the projects, taking into consideration their economic, social and environmental benefits,

HAS ADOPTED THIS DECISION:

Article 1

The trans-European inland waterway network shall incorporate existing river basins and a number of major traffic arteries using rivers and canals and the branches and links which connect them. It shall in particular serve industrial regions and major conurbations and link up with the major seaports.

The minimum technical specifications adopted for the network's waterways shall correspond to Class IV ⁽⁴⁾. Where an inland waterway forming part of this network is modernized or created, the technical specifications should correspond at least to Class IV and permit subsequent transition to Class Va/Vb ⁽⁵⁾ and the passage in a satisfactory way of vessels used for combined transport.

The network shall be developed as specified in the plan shown on the map in the Annex.

⁽¹⁾ OJ No C 236, 15. 9. 1992, p. 19.

⁽²⁾ Opinion delivered on 26 October 1993 (not yet published in the Official Journal).

⁽³⁾ OJ No C 19, 25. 1. 1993, p. 32.

⁽⁴⁾ Class IV: waterway permitting the passage of vessels or pushed convoys 80 to 85 m in length and with a beam of 9,50 m.

⁽⁵⁾ Class Va: waterway permitting the passage of vessels or pushed convoys 110 m in length and with a beam of 11,40 m.

Class Vb: waterway permitting the passage of pushed convoys 172 to 185 m in length and with a beam of 11,40 m.

Article 2

Wherever possible and taking account in particular of the financial constraints on Member States, the priority projects of Community interest listed below and relating to the provision of missing links and the elimination of bottlenecks should be initiated within 10 years:

1. improvement of the Mittellandkanal and construction of the aqueduct over the Elbe at Magdeburg;
2. improvement of the navigability of the Elbe between Magdeburg and the Czech frontier;
3. improvement of the links between the Elbe and Oder;
4. linking the Twentekanaal and the Mittellandkanal;
5. linking the Rhine and the Rhône;
6. linking the Seine and the Scheldt in France and the Scheldt in Belgium;
7. north-south axis, link between the Scheldt and the Rhine;
 - (a) improvement of the Antwerp—Brussels—Charleroi axis;
 - (b) improvement of the eastern section towards the Rhine via the Central Canal, the Meuse, the Lanaye Canal in Belgium and the Juliana Canal in the Netherlands;
8. linking the Main and the Danube and improving the Main and Danube between Straubing and Vilshofen;
9. improvement of the navigability of the Danube between Vienna and the Black Sea (non-Community project).

Article 3

The plan for the network is of an indicative nature. Its purpose is to promote measures by the Member States and, as appropriate, by the Community with the aim of carrying out projects that are part of the network in order to ensure its cohesion and interoperability.

This Decision is without prejudice to any financial commitment on the part of any Member State or of the Community.

Article 4

This Decision is addressed to the Member States.

It shall apply until 30 June 1995.

The Council, acting in accordance with the conditions laid down by the Treaty, shall adopt new rules for trans-European networks in the transport infrastructure sector along multimodal lines, which shall enter into force not later than 1 July 1995.

The relevant Commission proposals will be accompanied by a report on application of this Decision.

Done at Brussels, 29 October 1993.

For the Council
The President
R. URBAIN

