

Background for CoR stakeholder consultation "Streamlining TEN-T implementation" 5 September 2018, rapporteur: Michiel Scheffer (NL/ALDE)

The European Commission has published its legislative proposal to streamline TEN-T implementation (COM(2018)277) in the context of the third mobility package. The proposal puts an emphasis on the difficulties projects and their promoters encounter in getting planning permits and undertaking public procurement. This is especially the case for cross-border projects with two or more Member States involved.

The European Committee of the Regions has highlighted the constraints from different procedural or organisational approaches in cross-border projects in the past (e.g. opinion "Missing transport links in border regions" by rapporteur Michiel Scheffer) and called for the removal of these legal and administrative obstacles in the cross-border context (e.g. opinion "Boosting growth and cohesion in EU border regions" by rapporteur János Ádám Karácsony).

Therefore simplification of administrative authorisations, permit granting rules and other regulatory procedures shall aim at facilitating TEN-T completion. The desired benefits range from generating more investment and attracting private capital to more clarity for citizens and civil society by strengthening the transparency framework for their involvement in the planning of TEN-T projects.

The rapporteur would like to discuss with the stakeholders about the Commission proposal and the future CoR opinion on the topic.

- The EC proposal suggests the introduction of a "one-stop-shop" at national level for projects of common interest on the TEN-T network. Another option could have been granting of permit to the EU level which was favoured by most project promoters. This could have meant the decoupling of granting of permits with the place where the project is actually implemented. Is there a similar concern for the proposed national "one-stop-shops"?
- Procedures can fall under several jurisdictions if different elements are handled at national, regional or local levels. How can this multi-level governance be maintained in a streamlined procedure and how should the important role of local and regional authorities be ensured?
- Is it realistic to aim for a systematic application of one single framework in case of cross-border projects which is implemented by a joint entity? Which legal form should such an entity have (EGTC or established in one Member State)?

- Given the situation that a lot of member states already have streamlined procedures, should the proposal aim more in the direction of a flexible and tailor-made framework?
- Is it realistic to aim for a single framework or should there be for example more emphasis on the cross border projects in border regions to enhance cross border development of measures on the TEN-T network?
- Infrastructure development can have a negative impact on some citizens. How can it be ensured that civil society is able to be adequately informed and have the right to intervene when administrative procedures are speeded up and – in case of cross-border projects - the project is promoted by an entity established in another Member State?