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NOTE

From:	General Secretariat of the Council
To:	Permanent Representatives Committee (Part 1)
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Subject:	Proposal for a Regulation of the European Parliament and of the Council on streamlining measures for advancing the realisation of the trans-European transport network - Analysis of the final compromise text with a view to agreement

Delegations will find attached a statement by Poland on the above subject.

Statement of the Republic of Poland
on
proposal for the Regulation on streamlining measures for the realisation
of the trans-European transport network (TEN-T)

Poland takes note of the political agreement on the proposal for the Regulation on streamlining measures for advancing the realisation of the trans-European transport network (TEN-T) reached between the Council and European Parliament during the 3rd trilogue which took place on the 8th of June 2020.

Poland supports the general aim of the proposed legislation to simplify and streamline the process of implementation of the Trans-European Transport Network. Nevertheless, Poland regrets that the scope of the proposed legislative act defined in Article 1 has been extended and thus goes beyond the general approach agreed in December 2019.

In our opinion, the presently functioning legal system in Poland already provides optimal conditions for efficient implementation of investments on the TEN-T network.

Poland has made a strong efforts to streamline investment procedures at the national level. In order to implement infrastructural projects co-financed from EU funds in an effective and timely manner, Poland has created a supportive regulatory environment and introduced efficient administrative procedures. At the moment, Poland is one of the largest construction sites in Europe with the value of both road and railway programmes exceeding EUR 45 billion.

Therefore, Poland would like to maintain the existing permitting regulations at the national level unchanged, in order to ensure timely completion of the TEN-T network.

During the negotiations, Poland presented a very constructive approach and flexibility.

Poland supported general approach which was based, among other things, on the scope of the legislative act which was agreed to encompass projects that are part of pre-identified sections of TEN-T core network as listed in Annex of the draft Regulation of the European Parliament and of the Council establishing the Connecting Europe Facility (once adopted) with the exception of projects exclusively related to telematic applications, new technology and innovation.

The general approach has limited the scope of the proposed legislation in comparison to the original proposal of the Commission, however Member States were empowered to decide to extend the application of this directive to other projects on the core and comprehensive network of the trans-European transport network.

The political agreement has significantly extended the scope of the proposed regulation to other projects on the core network corridors, as identified pursuant to Article 44, paragraph 1 of Regulation (EU) No. 1315/2013, with a total cost exceeding EUR 300 million.

Since the new legislation will apply to higher number of project, this solution will most probably create unnecessary administrative burden. In consequence it could even lead to the result that go against the initial aim of the proposal of the Commission.

Therefore, Poland cannot endorse the proposal in its current form and abstains from voting.

At the same time, Poland requests for this statement to be included in the minutes of the COREPER I held on 17/06/2020, as well as the minutes of the Council which will be adopting this political agreement.
