



Council of the European Union
General Secretariat

Brussels, 22 September 2022

**Interinstitutional files:
2021/0420 (COD)**

WK 12511/2022 ADD 1

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WORKING DOCUMENT

From:	General Secretariat of the Council
To:	Working Party on Transport - Intermodal Questions and Networks
N° prev. doc.:	ST 12250/22
Subject:	Proposal for a Regulation of the European Parliament and of the Council on Union guidelines for the development of the trans-European transport network, amending Regulation (EU) 2021/1153 and Regulation (EU) No 913/2010 and repealing Regulation (EU) 1315/2013 - Comments by Cyprus on sections 4 and 6 of Chapter III

Delegations will find attached comments by Cyprus on sections 4 and 6 of Chapter III of the above proposal as presented in ST 12250/22.

CY comments on ST 12250/22

Article 29

Transport infrastructure requirements for the comprehensive network

1. Member States shall ensure that:

(a) the safety of road transport infrastructure is ensured, monitored and, when necessary, improved in accordance with Directive 2008/96/EC of the European Parliament and of the Council¹²;

May be a reference should be made to Directive (EU) 2019/1936 of the European Parliament and of the Council of 23 October 2019 that amended Directive 2008/96/EC on road infrastructure safety management.

2. Member States shall ensure that by 31 December 2050 the roads infrastructure as referred in Article 28. 1(a), of the comprehensive network:

is designed, built or upgraded as motorway or primary road¹⁹ and

(a) meets the following requirements:

(i) they prohibit stopping and parking on the running carriageway; and

(ii) they do not cross at grade with any railway or tramway track.

(ab) rest areas are available at a maximum distance of 60 km from each other, providing sufficient parking space, safety and security equipment, and appropriate facilities, including sanitary facilities, that meet the needs of a diverse workforce;

Rest areas at 60km? According to (15a2) of AFIR “Given the insular geography of Cyprus, the absence of land connection with other Member States and the mainland and the limited extent of its TEN-T road network, the long-distance heavy-duty traffic circulating in that Member State is limited. In addition, given the limited daily mileage of electric heavy-duty vehicles in that Member State, their recharging needs will mostly be covered by overnight recharging capacities in private locations, such as depots. Cyprus would therefore be under disproportionate and unnecessary obligations if it had to ensure a minimum coverage of publicly accessible recharging pools dedicated to heavy-duty vehicles in its territory at the same level as the one laid down by this Regulation in terms of total power output of pools located along the TEN-T network and maximum distance between those pools. Consequently, Cyprus should be able to submit to the Commission a reasoned request for the authorisation to apply lower requirements in that respect provided that such a request, if authorised, will not impede the circulation of electric heavy-duty vehicles in that Member State.

We would like to get some clarity on the correlation between the obligations of the above article and the 15 a2 of AFIR.

Article 30

Transport infrastructure requirements for the core network and extended core network

1a. Member States shall ensure that the roads, as referred in Art 28. 1(a) infrastructure comply with the following requirements, by 31 December 2030 for the road infrastructure of the core network and extended core network is designed and by 31 December 2040 for the road infrastructure of the extended core network built or upgraded as motorway.

(i) they provide, except at special points or temporarily, separate carriageways for the two directions of traffic, separated from each other by a dividing strip not intended for traffic or, exceptionally, by other means;

(ii) they do not cross at grade **except at special points** with any road , railway or tramway track, bicycle path or footpath; and

(iii) they do not serve properties bordering on it **except at duly justify cases.**

Later on para.5 it gives the opportunity to MS to request an exemption. However, we have sections of our proposed road network that will be crossing at grade junctions and /or need to serve directly existing properties and it will be useful to resolve from now....if possible.

Article 31

Additional priorities for road infrastructure development

b. mitigation of congestion/**bottlenecks** on existing roads

Article 33

Transport infrastructure requirements for the core and comprehensive network

1. Member States shall ensure that:

(a) the airports of the core network with a total annual passenger traffic volume of more than twenty five million passengers are connected to the TEN-T railway network and to corresponding urban nodes, as set out in Annex II, and withallow for direct long-distance railway connections from the airport to other urban nodes, including where relevant with the high-speed rail network, by 31 December 20402030, **except where specific geographic or significant physical constraints prevent such connections;**

We assume that the point highlighted is adequate for CY...a MS where rail is not an option mainly due to technoeconomical reasons.