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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 8884/23
N° Cion doc.:	ST 15109/21
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 - Four-column document - Comments by Portugal

Delegations will find in the annex, comments by Portugal on the four-column document (ST 8884/23).

Proposal for a Regulation for the development of the trans-European transport network (TEN-T)

Comments from Portugal on the 4-column document on the TEN-T Regulation (ST8884/23)

CHAPTER III - SPECIFIC PROVISIONS

Section 1 - Railway Transport Infrastructure

General Comments

We would like to underline that the General Approach adopted for the TEN-T Regulation represents a very balanced wording and has been supported by the majority of Member States and should therefore be maintained in the negotiations with the EP, in particular with regard to the requirements and exemptions for rail infrastructure.

Article 15 - Transport Infrastructure Requirements for the Comprehensive Network

Lines 282, 283 and 284

We can support the deletion of lines 282, 283 and 284.

Article 16 - Transport Infrastructure Requirements for the Core Network and The Extended Core Network

Line 290a

We cannot support the EP amendment in line 290a.

Article 16a - European Standard Nominal Track Gauge for Rail

The EP's proposal on Article 16a almost entirely retains the wording of the Commission's amended proposal adopted on 17 July 2022, which was very problematic for Portugal.

The European Parliament proposes in Article 16a (1) - Line 303i - that any new rail infrastructure belonging to the TEN-T (Core, Extended Core and Comprehensive) will have to be built immediately with the European standard nominal track gauge.

This provision is not acceptable to Portugal, because it would require the construction of new railway infrastructure that would be isolated from both the Portuguese Iberian gauge railway network and the European nominal gauge railway network, thus contradicting the fundamental principle of infrastructure continuity. It could even jeopardise the construction of the Lisbon-Porto and Porto-Vigo high-speed lines, which are already in the detailed design phase.

However, we can agree with the definition of new rail infrastructure proposed by the EP for line and consider that it could be retained.

In conclusion, we stress that it is essential that the provisions set out in the General Approach to Article 16a, in particular those concerning lines 303i and 303o to 303s, are maintained during the trilogues.

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Article 17 - The European Rail Traffic Management System

Line 306

We can support the deletion of line 306.

Lines 307, 307a and 310

We prefer to maintain the provision of the General Approach in lines 307, 307a and 310.